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Embraer 135/145 EMB-135/145

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RECORD OF REVISIONS

Revision Number	Sections	Date
1	ALL	06/30/1999
2	ALL	09/30/1999
3	ALL	06/12/2001
4	ALL	06/26/2002
5	ALL	04/20/2011
6	Appendix 1 and 2	06/13/2013
7	Appendix 2	07/21/2014

Highlights of Change:

Appendix 2- Added System 34, Navigation, Training Requirements for Automatic Dependent Surveillance -Broadcast Out, (ADS-B OUT)

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1. PURPOSE AND APPLICABILITY

1.1 This Flight Standardization Report (FSB) report specifies master training, checking, and currency requirements applicable to crews operating aircraft under the pertinent Title 14 of the Code of Federal Regulation (14 CFR). Provisions of this report:

- a) Identify Pilot "type rating" requirements assigned to the EMB-135/145;
- b) Describe any unique requirement applicable to initial, transition, upgrade, or recurrent training;
- c) Describe "Master Difference Requirements (MDR)" for flight crews requiring differences qualification for mixed-fleet-flying or transition;
- d) Provide examples of acceptable "Operator Difference Requirements (ODR)" tables;
- e) Describe acceptable training program and training device characteristics when necessary to establish compliance with applicable MDRs;
- f) Identify checking and currency standards to be applied by FAA or operators; and,
- g) Provide a listing of regulatory compliance status (compliance checklist) for the pertinent 14 CFR, Advisory Circulars (AC), and other operationally related criteria that was reviewed and evaluated by the Aircraft Evaluation Group (AEG).

NOTE: All regulatory references within this report are found in Title 14 of the Code of Federal Regulation (14 CFR) unless otherwise indicated.

1.2 This report addresses EMB-135/145 series aircraft as specified in the Federal Aviation Administration (FAA) Type Certificate Data Sheet (TCDS).

1.3 The provisions of this FSB report are effective until amended, superseded, or withdrawn by subsequent revisions to this report.

1.4 Determinations made in this report are based on the evaluations of specific series aircraft equipped in a given configuration and in accordance with current regulations and guidance. Modifications and upgrades made to the models described herein, or introduction of new related aircraft, may require amendment of the findings in this report. The FSB reserves responsibility/authority to re-evaluate and modify sections of this report on new or revised AC material or the pertinent 14 CFR, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53, Guidance for Conduction and Use of Flight Standardization Board Evaluations, as amended.

1.5 Relationship between this FSB report and an Advanced Qualification Program (AQP) program. Differences between this FSB report and an operator's proposed training, checking, and currency requirements under an AQP must be justified and documented as part of the

applicant's AQP approval process. Program approvals under AQP need to ensure the basic provisions and requirements of this report have been addressed and, where necessary, coordination with the appropriate FSB has been completed.

1.6 Terminology. The term "must" is used in this FSB report and certain MDR footnotes, if used, even though it is recognized that this report (as well as AC 120-53, as amended, on which it's based) provides one acceptable means, but not necessarily the only means of compliance with the pertinent 14 CFR requirements. This terminology acknowledges the need for operators to fully comply with this FSB report, the MDR and ODR provisions of AC 120-53, as amended, and are to be used by the operator as the means of complying with the pertinent 14 CFRs. Operators who choose this method must comply with each applicable MDR provision, including any footnotes.

1.7 Unless otherwise specified, EMB-145 means the EMB-145 (STD), EMB-145XR, EMB-145MP, EMB-145EP, EMB-145ER, EMB-145EU, EMB-145LU, EMB-145MK, and EMB-145LR throughout this report. Unless otherwise specified, EMB-135 means the EMB-135ER, EMB-135LR, EMB-135KE, EMB-135KL and EMB-135BJ throughout this report. The EMB-145 (STD), EMB-145ER, EMB-145MR, and EMB-145LR are often commercially referred to as the ERJ-145 (STD), ERJ-145ER, ERJ-145MR, and ERJ-145LR respectively. The EMB-135ER and EMB-135LR are often commercially referred to as the ERJ-135ER and ERJ-135LR respectively. The EMB-135KE and EMB-135KL are often commercially referred to as the ERJ-140ER and ERJ-140LR respectively. The EMB-135BJ is marketed under the Legacy 600 and Legacy 650 names.

1.8 This report includes:

- a) Minimum requirements for approval by FAA field offices, (e.g. MDRs, Type Rating designations, etc.),
- b) General advisory information which may be approved for that operator (e.g. MDR footnotes, acceptable ODR tables), and
- c) Information which is used to facilitate FAA review of an aircraft type or related aircraft that is proposed for use by an operator (e.g. compliance checklist).

Various sections of this report are qualified as to whether compliance (considering the provisions of FAA AC 120-53, as amended) is required or is advisory in nature.

1.9 Acronyms are defined as follows:

AC	Advisory Circular
ADC	Air Data Computer
ADF	Automatic Direction Finder
ADS	Air Data System
ADS-B	Automatic Dependent Surveillance -Broadcast

AFM	Airplane Flight Manual
AMM	Aircraft Maintenance Manual
AOM	Airplane Operations Manual
APU	Auxiliary Power Unit
ACO	Aircraft Certification Office
AP	Autopilot
ASC	Aircraft Service Change
ATC	Air Traffic Control
AWU	Aural Warning Unit
CAMP	Continuous Airworthiness Maintenance Program
CAT	ILS Category Operation
CCD	Cursor Control Device
CFR	Code of Federal Regulations
CHDO	Certificate Holding District Office
CPM	Corrosion Prevention Manual
CVR	Cockpit Voice Recorder
DC	Display Controller
DDPM	Dispatch Deviations Procedures Manual
DH	Decision Height
DME	Distance Measuring Equipment
EDM	Emergency Descent Maneuver
EEC	Emergency Evacuation Crewmember
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EFVS	Enhanced Flight Vision System
EGPWS	Enhanced Ground Proximity Warning System
EICAS	Engine Indication and Crew Alerting System display
ELT	Emergency Locator Transmitter
ETSO	European TSO
EVS	Enhanced Vision System
EVS II	Enhanced Vision System (Second Generation EVS)
FADEC	Full Authority Digital Engine Control
FDR	Flight Data Recorder
FGS	Flight Guidance System
FL	Flight Level
FMA	Flight Mode Annunciator
FMS	Flight Management System
FSB	Flight Standardization Board
FTD	Flight Training Device
GAC	Gulfstream Aerospace Corporation
GND	Ground
GPS	Global Positioning System
GS	Glide Slope
HF	High Frequency
HUD	Head Up Guidance Display
IFE	In-Flight Entertainment

IFR	Instrument Flight Rules
ILS	Instrument Landing System
I-NAV	Integrated Navigation Display
IRS	Inertial Reference System
ISIS	Integrated Standby Instruments System
LOC	Localizer
MB	Marker Beacon
MCDU	Multi-Function Control Display Units
MDR	Master Differences Requirements
MEL	Minimum Equipment List
MFD	Multi Function Display
MFF	Mixed Fleet Flying
MMEL	Master Minimum Equipment List
MNPS	Minimum Navigation Performance Specifications
MPG	Maintenance Planning Guide
MSL	Mean Sea Level
NAT MNPS	North Atlantic MNPS
ND	Navigation Display
NDI	Non Destructive Inspection Manual
ODR	Operator Differences Requirements
PFD	Primary Flight Display
POI	Principal Operations Inspector
QRH	Quick Reference Handbook
RAAS	Runway Awareness Advisory System
RFMU	Radio Frequency Management Unit
RMU	Radio Management Unit
RVSM	Reduced Vertical Separation Minima
SFAR	Special FAR
SV PFD	Synthetic Vision Primary Flight Display
TAWS	Terrain Awareness and Warning System
TCAS	Traffic alert and Collision Avoidance System
TCE	Training Center Evaluator
TCPM	Training Center Program Manager
TSO	Technical Standard Order
VFR	Visual Flight Rules
VGS	Visual Guidance System
VHF	Very High Frequency
VNAV	Vertical Navigation
VOR	VHF Omni-directional Range
WOW	Weight on Wheels

2. PILOT "TYPE RATING" REQUIREMENTS

2.1 Type Rating. In accordance with the provisions of parts 1, 61, 121 and AC 120-53, as amended, the specific pilot type rating assigned to the EMB-135/145, along with all the variants of the EMB-135/145 aircraft, is designated "EMB-145".

2.2 Second-In-Command (SIC) Type Rating. In accordance with the provisions of 14 CFR, Federal Aviation Administration (FAA) Order 8900.1, Flight Standards Information Management System and AC 120-53, as amended, a SIC pilot type rating is assigned to the EMB-135/145 aircraft and is designated "EMB-145" with Limitation for "EMB-145 SIC Privileges Only".

3. "MASTER DIFFERENCE REQUIREMENTS" (MDR)

3.1 Common Requirements for all airplanes.

3.1.1 Autopilot Engage Altitudes. As referenced by approved AFMs, the EMB-145 has specifically been evaluated for autopilot suitability for engagement at or above 500 ft AGL during takeoff. For 14 CFR operators, authorization for autopilot engagement during takeoff is as designated by operations specifications.

3.1.2 Minimum Altitude for Autopilot Use- Non Precision Approaches. The EMB-145 has specifically been evaluated for autopilot suitability for use during non-precision approaches. The autopilot must be disengaged before the airplane descends below Minimum Descent Altitude (MDA) on a non precision approach with the autopilot engaged.

3.1.3 Minimum Altitude for Autopilot Use- Precision Approaches. The EMB-145 has specifically been evaluated for autopilot suitability for use during Instrument Landing System (ILS) precision approaches. The autopilot must be disengaged before the airplane descends below 200 feet AGL when it is coupled to an ILS glideslope and localizer unless it is in the go-around mode.

3.1.4 Landing Minima Categories 14 CFR . All operators should comply with and use an approach category appropriate to the speed of Vref. Certificate holders may be further restricted by their operations specifications for circling approaches.

3.1.5 Normal "Final Landing Flap Setting". The normal "final landing flap setting" per is considered to be "Flaps 45" for all EMB-145. "Flaps 22" may be used only in those situations where "Flaps 45" does not provide sufficient landing climb capability.

3.1.6 Special/Unique Requirements. No other special or unique requirements common to all EMB-145 are identified beyond those provided by .

3.2 Master Difference Requirements.

3.2.1 Requirements for particular EMB-135/145 Related Aircraft Combinations. MDRs for related aircraft of the EMB-135/145 are shown in Appendix 1. These provisions apply when differences between related aircraft exist which affect crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences).

3.2.2 MDR Footnotes. Footnotes to MDR requirements define acceptable "required means" or "alternate means" of compliance. A footnote can indicate requirements that are less restrictive than the basic designation, or more restrictive than the basic designation, depending on the significance of the differences between related aircraft.

4. ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" (ODR) TABLES

4.1 ODR Tables. ODR tables are used to show an operator's compliance method. ODR tables for operators conducting mixed fleet operations, using the particular combination of variants evaluated, are available in Appendix 2. The ODR tables represent an acceptable means to comply with MDR provisions based on those differences and compliance methods shown. The tables do not necessarily represent the only acceptable means of compliance for operators with airplanes having other differences, where compliance methods (e.g., devices, simulators, etc.) are different. For operators flying variants, which are the same as the aircraft used for the ODR table development, and using the same compliance methods, the ODR tables provided in Appendix 2 have been found acceptable, and therefore, may be approved by a POI for a particular operator.

4.2 Operator Preparation of ODR Tables. Operators flying a "mixed fleet" of and other related aircraft must have approved ODR tables pertinent to their fleet.

4.3 ODR Table Coordination. Unless identical or equivalent ODR tables have been previously approved by the FAA, new ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. FSB coordination ensures consistent treatment of related aircraft between various operators, and compatibility of each ODR table with MDR provisions.

4.4 ODR Table Distribution. Original FAA approved ODR tables are to be retained by the operator. Copies of FAA approved ODR tables are to be retained by the Certificate Holding District Office (CHDO) and should be provided to the FSB Chair at the Seattle Aircraft Evaluation Group (AEG), SEA AEG.

5. FSB SPECIFICATIONS FOR TRAINING

5.1 General

5.1.1 Assumptions Regarding Airmen's Previous Experience. The provisions of this section apply to programs for airmen who have experience in pertinent air carrier operations and multi-engine transport turbojet aircraft including glass cockpit and FMS experience. For airmen not

having this experience, additional requirements may be appropriate as determined by the POI, FSB, and/or AFS-200.

5.1.2 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers requires training of a crewmember for a particular crew position (e.g. captain, first officer, international relief officer, check airman, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives and should be in accordance with ODR tables when applicable.

5.1.3 Second-In-Command Training Tasks. Flight Crews qualify to serve as SIC must accomplish certain tasks, procedures or maneuvers for the SIC crew position. Training programs should address all training elements of parts 61, 135, and 121 in accordance with FAA Order 8900.1. SIC Pilot Type Rating may be issued in accordance with part 61 provided training required by the pertinent 14 CFRs and FAA Order 8900.1, including tasks stipulated by this report, are completed.

5.1.4 Future Air Navigation Systems (FANS)/RNP/ANP/CNS/CPDLC/ADS. Flight Crews operating aircraft equipped with FANS software should receive appropriate instruction in its general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. General training should address communications, navigation, and surveillance (CNS) functions covered by FANS, RNP, and ANP. In addition, sufficient training in use of data link communication and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency for flight crews to operate the above system(s) in typical daily operations (requiring their use) should be provided.

5.1.5 EMB-135/145 Full Course programs. Principal Inspectors for operators initially introducing a EMB-135/145 type, may approve programs consistent with programs previously approved. For information regarding previously approved programs, FAA Principal Inspectors for other existing EMB-135/145 operators may be consulted. In the event of uncertainty regarding evaluation of a proposed program, the FSB should be consulted.

5.2 Pilots Initial, Transition and Upgrade Training

5.2.1 Pilots Initial, Transition and Upgrade Ground Training. Initial, transition, or upgrade ground training for the EMB-135/145 is accomplished as specified by §§121.419 and 135.345. No unique provisions or requirements are specified. Training program hours may be reduced as specified in parts 121 and 135.

5.2.2 Pilots Initial, Transition and Upgrade Flight Training. Initial, transition, or upgrade flight training for the EMB-135/145 is accomplished as specified by parts 121 and 135. No unique provisions or requirements are specified. Training program hours may be reduced as specified in parts 121 and 135.

5.2.3 Crewmember Emergency Training. Crewmember emergency training should be conducted for the EMB-135/145 in accordance with parts 121 and 135. The objective of emergency training for the EMB-135/145 aircraft is to provide crewmembers with the necessary knowledge concerning emergency equipment, situations, and procedures, to ensure implementation of the correct actions in the event of an emergency.

Emergency training consists of instruction on the location, function, and operation of emergency equipment that is different in each related aircraft of the EMB-135/145 and from other aircraft in the operator's fleet. Where emergency equipment is common, instruction may be adjusted for crewmembers qualified and current on this equipment, provided records are available which demonstrate that crewmembers meet parts 121 and 135 requirements. For example, if the fire extinguishers are common to fire extinguishers on other aircraft in the operator's fleet, training may be simultaneously credited for both aircraft. Conversely, for equipment that is unique to the EMB-135/145, training on the emergency equipment for each related aircraft is required.

Emergency training also consists of instruction in crewmember emergency assignments and procedures including crew coordination and communication, the handling of emergency or other unusual situations, and emergency performance and observation drills, that are specific to each related aircraft of the EMB-135/145.

In accordance with parts 121 and 135 and FAA Order 8900.1, emergency training requirements refer to two types of training: "general" emergency training and "aircraft-specific" emergency training. General emergency training is instruction on those emergency items that are common to the EMB-135/145 and all aircraft in the operator's fleet, e.g., instruction on fire extinguishers and firefighting procedures, if common to all aircraft. Aircraft-specific emergency training is training on those items that are specific to the EMB-135/145 aircraft. An example of aircraft-specific emergency training is instruction on the location of emergency equipment for each related aircraft of the EMB-135/145 aircraft.

As part of an approved training program, an operator may use many methods when conducting aircraft-specific emergency training, including classroom instruction, pictures, videotape, ground training devices, computer-based instruction, and static aircraft training.

There are no specified training program hours for Crewmember Emergency Training. A chart addressed in 8900.1 provides "national norms" for the approval of the general emergency training program hours. The complexity of the different related aircraft of the EMB-135/145 and the complexity of the type of operation to be conducted should be considered when approving the EMB-135/145 aircraft-specific emergency training.

5.2.4 Areas of Emphasis. The following areas of emphasis should be addressed during ground and flight training: (examples follow)

- a) The engine indication and crew alerting system (EICAS), the primary flight displays (PFDs), and multifunction displays (MFDs). Altitude and airspeed are presented on vertical scale instruments in both digital and analog formats. Pilots need to be able to understand the multitude of information presented on these displays. Pilots

transitioning from traditional round dial basic "T" instruments may require additional training and instrument scan practice to gain proficiency in manually flying by reference to the PFD. Recognition of reversionary modes and display failures and appropriate corrective action to be taken should be addressed.

- b) Radio Management System (RMS), including the Radio Management Units (RMUs) and Tuning Backup Control Head. An understanding of all normal functions as well as backup and emergency functions of these systems is required.
- c) Flight Guidance System including the Autopilot and Flight Director. An understanding of the various lateral and vertical modes and the ability to select and arm the modes during different phases of flight is essential.
- d) Full Authority Digital Electronic Control (FADEC). An operational understanding of the FADEC and the engine thrust mode selection is required.
- e) System control panels using pushbuttons with integral light bars. Pilots should have an understanding of the switch position and system configuration as it relates to whether the light bar is illuminated or not. This understanding is required for both normal and abnormal system operation. Pilots should be cognizant of switch normal or non-normal position as it relates to light bar illumination and not on whether the switch is depressed or released.
- f) Bleed Air Thermal Anti-icing System. A thorough understanding of system operation, limitations and procedures is needed.
- g) Fuel System Configurations. Due to the increasing variety of fuel system configurations throughout the EMB-135/145 fleet it is necessary that flight crews develop a thorough understanding of fuel system operations, limitations, and abnormal/normal procedures.

5.2.5 Features or Procedures Which Could Have Seat Dependent Elements (as determined by each operator and POI). These may include the following:

- a) Rejected Takeoff
- b) Emergency descent
- c) Manual gear extension

5.2.6 Special Event Training. Special event training is recommended for the EMB-135/145. Such training should be conducted to improve basic crew member understanding and confidence regarding aircraft handling qualities, options and procedures as these relate to design characteristics and limitations. Examples of this training shall include the following:

- a) Recovery from unusual attitudes

- b) Handling qualities and procedures during recovery from an upset condition (e.g., wake vortex encounter).

5.2.7 Controlled Flight Into Terrain (CFIT). Due to continued industry efforts to reduce exposure to CFIT accidents, special emphasis on this topic is appropriate. Emphasis on altitude awareness, GPWS warnings, situational awareness and crew coordination is appropriate.

5.3 Differences Training - 14 CFR parts 121 and 135

5.3.1 General. Unless an initial or transition program is completed for each related aircraft, differences training is necessary for each related aircraft or type, as provided in MDR and ODR tables. Detailed generic sample ODR tables may be obtained through the Seattle AEG. Copies are available on request. These ODR tables are provided as generic, and therefore may not include items that are applicable to particular operators.

- a) A Differences Training Program prerequisite is that a trainee has completed initial, upgrade, or transition training in one related aircraft and will receive differences training for the other related aircraft.
- b) When a Differences Training Program involves related aircraft having the same Pilot Type Rating, coverage of differences may be completed either coincident with each phase of an initial, upgrade, or transition training course, or following completion of that training course. The differences training must be consistent with the provisions of the approved applicable MDR/ODR Tables.

5.3.2 Differences Ground Training. Differences ground training is required on the topics applicable to the pertinent related aircraft and is shown by applicable ODR tables.

5.3.3 Differences Flight Training. Difference flight training is required in the topics and maneuvers applicable to the pertinent related aircraft that is shown by applicable ODR tables. For an Advanced Qualification Program - part 121 Subpart Y, "flight qualification events" must be consistent with items specified by the applicable ODR tables.

5.4 Recurrent Training:

5.4.1 Recurrent Ground Training. Courses must include appropriate training in accordance with parts 121 and 135 or an approved AQP for each related EMB-135/145 aircraft as specified by MDR and ODR tables for differences training.

5.4.2 Recurrent Flight Training. Courses require appropriate maneuvers and procedures identified in part 121 Appendix F or as otherwise described in this report or approved for an AQP. Maneuvers and procedures must account for differences between each related EMB-135/145 aircraft operated. The ODR table(s) must identify the differences.

5.4.3 Training program hours for Recurrent Training may be reduced as specified in parts 121 and 135.

5.5 Operating Experience:

5.5.1 Operating Experience Pertinent to Each Flight Crewmember. Operating experience must be obtained while serving in a primary crew position.

5.5.2 Separate Operating Experience for Single Fleet Operations. Operating experience for the EMB-145 may be accomplished in any related EMB-135/145 aircraft.

5.5.3 Operating experience for Mixed Fleet Flying Operations. Separate operating experience applies to the EMB-135/145 and other related aircraft.

5.5.4 Supervised Operating Experience(SOE). SOE required for a PIC Type Rating in accordance with pilot certification must be accomplished from the left pilot seat.

5.6 Other Training:

5.6.1 LOFT Programs – Part 121. When operators have LOFT programs and several related EMB-135/145 aircraft, POIs should review LOFT credits to assure suitability for each related EMB-135/145 aircraft.

5.6.2 Instrument Approaches. When flight crews simultaneously qualify for use of CAT II and CAT III approaches, credit, as permitted by ODR tables, may apply.

Note: Operators should assure that flight crews are familiar with appropriate use of the FCU and FMS, including modes to be used, for the types of instrument approaches to be flown, when using FLS methods in lieu of or in conjunction with NDB, VOR, localizer, or back course localizer procedures. This emphasis is also appropriate for aircraft that do not have certain navigation system sensors, such as ADF, installed.

5.6.3 Aircraft Dispatchers. Initial and transition training should be conducted in accordance with part 121.

5.6.4 Flight Attendants. Initial and transition ground training should be conducted in accordance with parts 121 and 135. The objective of aircraft ground training is to provide flight attendants with an understanding of the EMB-135/145 aircraft. This knowledge is necessary for the flight attendant to perform the duties and procedures required in normal, abnormal, and emergency situations.

Aircraft ground training includes instruction in two distinct subject areas: EMB-135/145 general operational subjects training and EMB-135/145 aircraft-specific emergency subjects training. Aircraft-specific emergency training is training on those items that are specific to the EMB-135/145 aircraft. An example of aircraft-specific emergency training is instruction on the location of emergency equipment for each related aircraft of the EMB-135/145 aircraft.

EMB-135/145 general operational subjects training consists of instruction in the general description of the aircraft, aircraft equipment, furnishings, and systems; routine crewmember

communication and coordination procedures; routine crewmember duties and procedures during each phase of flight, and passenger handling responsibilities for EMB-135/145 aircraft.

As part of an approved training program, an operator may use many methods when conducting aircraft ground training, including classroom instruction, pictures, videotape, ground training devices, computer-based instruction, and static aircraft training.

Initial and Transition Ground Training must include a competence check to determine flight attendant ability to perform assigned duties and procedures on the EMB-135/145 aircraft. The competence check should cover each piece of emergency equipment and each emergency procedure unique to EMB-135/145 aircraft.

Training program hours for Initial Ground Training may be reduced as specified in parts 121 and 135. There are no specified training program hours for Transition Ground Training. Specific design features of the EMB-135/145 aircraft, combined with the various types of operations to be conducted should be considered when approving EMB-135/145 Transition Ground Training.

6. FSB SPECIFICATIONS FOR CHECKING

6.1 General

6.1.1 Part 121 Checking Items. Pertinent knowledge, procedures, and maneuvers specified by part 61, FAA Practical Test Standards (PTS) and part 121, Appendix F.

6.1.2 Parts 61 and 135 Checking Items. Testing, Checking and Evaluations specified by parts 61 and 135, and FAA Practical Test Standards (PTS).

6.1.3 Areas of emphasis. The following areas of emphasis should be addressed during checks as necessary: (examples)

- a) Proficiency with manual and automatic flight must be demonstrated.
- b) Proper selection and use of PFD/MFD displays, raw data, flight director, and Flight Guidance System modes should be demonstrated, particularly during instrument approaches.
- c) Demonstration of FMS navigation (departures and arrivals) proficiency.
- d) Proper outside visual scan without prolonged fixation on FMS operation should be demonstrated, and failure of component(s) of the FMS should be addressed.

6.1.4 No Flap Landings. Demonstration of a No Flap approach and landing during a check is appropriate. In accordance with Order 8900.1, when the flight test is conducted in the airplane in actual flight, a touchdown from a no flap is not required. The approach should be flown to the point where the inspector or examiner can determine whether the landing would or would not occur in the touchdown zone.

6.2 Type Ratings

6.2.1 Oral Examinations. Oral examinations for the EMB-145 may be completed at the end of the academic phase of training or the Fixed Base Simulator (FBS) phase of training.

6.2.2 Practical Tests. Practical tests may follow standard provisions of the pertinent 14 CFR, or approved Line Operational Evaluation (LOE) provisions of AQP. The satisfactory completion of a practical type rating evaluation in any EMB-135/145 will meet the requirement for the EMB-145 type rating. In order to operate another related aircraft, crewmembers operating under the pertinent 14 CFR are required to satisfactorily comply with the requirements of the MDR and ODR tables in Appendices 1 and 2. The same requirement should be followed by flight crewmembers operating under the pertinent 14 CFR.

6.2.3 Application For and Issuance Of Type Ratings. Airmen completing pertinent the pertinent 14 CFR requirements or AQP provisions in either an EMB-135 or EMB-145 in accordance with FSB requirements described in this report, may apply to the FAA for the EMB-145 type rating endorsement. Upon completion of required tests, and submission of an application (FAA Form 8710-1), authorized FAA inspectors or designees may issue the necessary pilot certificate with type rating.

6.3 Proficiency Checks

6.3.1 General. Proficiency Checks are administered as designated in parts 121, 135 for the EMB-145 or in accordance with an approved AQP. A proficiency check in either the EMB-135 or EMB-145 suffices for the type, if initial and recurrent qualification is conducted IAW MDR and approved ODR tables for that operator. These checks must be administered by an authorized check airman, or FAA Aviation Safety Inspector. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in part 121.

7. FSB SPECIFICATIONS FOR RECENCY OF EXPERIENCE

7.1 Recency of Experience Required by part 121. Each aircraft type is addressed separately unless otherwise approved.

7.1.1 Take off and landing credit is permitted. Takeoffs and landings performed in one related aircraft may be equivalent to those performed in the other related aircraft. Recency of experience must include operation/programming of the FMS, FCU, and ECAM for both arrival and departure.

7.2 Currency for Mixed Fleet Flying Operations. These are shown in MDR/ODR tables.

8. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

8.1 Compliance Checklist (see Appendix 4).

Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDO) in identifying those specific rules or policies for which compliance has already been demonstrated to the FAA for aircraft having a particular aircraft type certificate. The checklist also notes rules or policies not demonstrated to the FSB, which must be demonstrated to CHDOs by operators.

8.2 Discussion of Specific Compliance Checklist Items

8.2.1 EMB-145 Observer Seat. On EMB-135/145 aircraft, the observer seat complies with the requirements of part 121.

8.2.2 Emergency Evacuation.

a) EMB-145. The EMB-145 has successfully been demonstrated under part 121 for configurations and passenger capacities up to 50 passengers with a minimum of 1 Flight Attendant. Accordingly, an additional part 121 full scale evacuation is not necessary for aircraft configurations consistent with previously approved tests. Passenger capacity less than or equal to the demonstrated capacity may be authorized. A partial-evacuation for the EMB-145 is required unless the particular certificate holder has previously operated a EMB-145 with the same or similar interior and exit configuration.

b) EMB-135ER/LR/BJ. Neither a full scale or partial evacuation is required for the EMB-135ER/LR as it is configured for 37 passengers maximum or the EMB-135BJ as it is configured for 15 passengers maximum, which is less than the 44 passenger seating capacity which drives the requirement for a demonstration.

c) EMB-135KE/KL. The EMB-135ER/LR is configured for 44 passengers maximum. The EMB-145 has successfully been demonstrated under § 121.291 for configurations and passenger capacities up to 50 passengers with a minimum of 1 Flight Attendant. Accordingly, an additional § 121.291 full scale evacuation is not necessary for the EMB-135KE/KL aircraft. Passenger capacity less than or equal to the demonstrated capacity may be authorized. A partial-evacuation for the EMB-135KE/KL is required unless the particular certificate holder has previously operated a EMB-135/145 with the same or similar interior and exit configuration.

8.2.3 Proving Tests, § 121.163. Initial part 121 proving tests in accordance with provisions of § 121.163 (a) for the EMB-145 are based on an approved program completed by Continental Express. The EMB-135 is considered a variant of the EMB-145 which has not been materially altered. Further demonstration under § 121.163 (a) is not necessary for the EMB-135.

Proving tests in accordance with § 121.163 (b) are appropriate in accordance with FAA Order 8900.10, when the EMB-135 or EMB-145 is new to a particular operator. When an operator is currently operating either the EMB-135 or EMB-145 and it adds the other variant aircraft in the

same kind of operation, proving tests are not required. Proving test requirements and reductions are as designated by FAA Order 8900.10 and the CHDO, or as otherwise specified by the FSB or AFS-200.

9. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

9.1 Flight Training Device And Simulator Characteristics. Flight training device (FTD) and simulator characteristics pertinent to the EMB-135/145 are as specified by pertinent part 121 regulations, part 121 Appendix H, and AC 120-40, Airplane Simulator Qualification, AC 120-45, Airplane Flight Training Device Qualification, and AC 120-53, as amended, except as described below.

9.2 Use of FTDs for Specific Check/Evaluation Items. Certain ATPC, type rating, or proficiency check/evaluation items may be completed in FAA qualified FTDs. This is appropriate for items such as FMS initialization or engine start non-normals. Specific checking credit in such instances must be approved by the POI.

9.3 Aircraft Simulator And Flight Training Device Compatibility (§ 121.407). When variants are flown in mixed fleets, the combination of simulators and flight training devices used to satisfy MDR or ODR provisions must match specific variants flown by that operator. The acceptability of differences between devices, simulators, and aircraft operated must be addressed by the POI.

9.4 Flight Training Device Approval. Requests for device approval should be made to the POI. If device characteristics clearly meet established FAA criteria and are qualified, the POI may approve those devices for that carrier. Where devices do not clearly satisfy a given level, POIs should request advice from the FSB Chairman (AEG), National Simulator Evaluation Team, (NSET), or AFS-200.

9.5 Door Trainers. Training in accordance with part 121 must be conducted on an aircraft or in a training device representative of the operators fleet configuration.

10. APPLICATION OF FSB REPORT

10.1 Relevant parts of this report (e.g. Type Rating Designation, checking maneuvers, etc.) are effective when the report is approved by the FAA.

11. ALTERNATE MEANS OF COMPLIANCE

11.1 Approval Level and Approval Criteria. Alternate means of compliance to differences requirements of part 121 Subparts N&O for mixed fleet operations other than as specified in provisions of this report or as approved under an AQP, must be approved by the Flight Standards, Air Transportation Division (AFS-200). Any differences petitioned under AQP must be coordinated with AFS-230, the POI, and the FSB. If alternate means of compliance is sought,

operators will be required to establish that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53, as amended, and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

11.2 Equivalent Safety. In the event alternate means of compliance is sought, training program hour reductions, simulator approvals, and device approvals, may be significantly limited and reporting requirements may be increased to assure equivalent safety. AFS-200 will generally not consider relief by alternate means of compliance unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

11.3 Interim Programs. In the event unforeseen circumstances make it impossible for an operator to comply with MDR provisions, the operator may seek interim program approval rather than a permanent, alternate compliance method. Financial arrangements, scheduling adjustments, and similar justifications are not considered to be "unforeseen circumstances" for the purposes of this provision.

APPENDIX 1

MASTER DIFFERENCE REQUIREMENTS (MDR) TABLE

MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE				
AIRPLANE TYPE RATING: EMB-145		FROM AIRPLANE		
		EMB-145	EMB-135KE/KL	EMB-135ER/LR/BJ
T O A I R P L A N E	EMB-145	Not Applicable	A/A/A	A/A/A
	EMB-135KE/KL	A/A/A	Not Applicable	A/A/A
	EMB-135ER/LR/BJ	A/A/A	A/A/A	Not Applicable

Notes:

- (1) Training for Integrated Standby Instrument System (ISIS) may be satisfied with “A” level training.
- (2) Training for FMS 6.1 will be satisfied with “D” level training. All aspects of this avionics upgrade must be trained regardless of which individual optional elements are purchased or installed. See ODR table, System 34, Navigation, for each FMS 6.1 component training requirement.

APPENDIX 2

ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

DESIGN OPERATOR DIFFERENCES REQUIREMENTS TABLE							
BASE AIRCRAFT: EMB-145 DIFFERENCES AIRCRAFT: EMB-135ER/LR/KE/KL/BJ				COMPLIANCE METHOD			
				TRAINING		CHKG/CU	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRN LVL	Device	FLT CHK	CURR
GENERAL	The EMB-135ER/LR/BJ is a 11.6 ft shorter version of the EMB-145. The EMB-135KE/KL is a 4.6 ft shorter version of the EMB-145. EMB-135BJ is equipped with winglets.	Minor	No	A	-	-	-
DIMENSIONS	EMB-145 Length = 98ft (29.87m) Wing span = 65ft 9in (20.04m) EMB-135KE/KL Length = 93ft 5in (28.45m) Wing span = 65ft 9in (20.04m) EMB-135ER/LR Length = 86ft 5in (26.33m) Wing span = 65ft 9in (20.04m) EMB-135BJ Length = 86ft 5in (26.33m) Wing span = 68ft 11in (21.00m)	Minor	No	A	-	-	-
CABIN	EMB-145: max passenger capacity = 50 EMB-135KE/KL: max passenger capacity = 44 EMB-135ER/LR: max passenger capacity = 37 EMB-135BJ: max passenger capacity = 15	No	No	A	-	-	-
CARGO COMPARTMENT	EMB-145 and EMB-135KE/KL/ER/LR cargo compartment volume: 325 ft ³ EMB-135BJ cargo compartment volume: 240 ft ³	No	No	A	-	-	-
LIMITATIONS	Weight and center of gravity limitations change. V speeds and MMO change for the EMB-135BJ.	No	No	A	-	-	-
PERFORMANCE	Different performance charts and graphs.	No	No	A	-	-	-

SYSTEMS OPERATOR DIFFERENCES REQUIREMENTS TABLE							
BASE AIRCRAFT: EMB-145 DIFFERENCES AIRCRAFT: EMB-135ER/LR/KE/KL/BJ				COMPLIANCE METHOD			
				TRAINING		CHKG/CU	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	TRN LVL	Device	FLT CHK	CURR
21 AIR COND. AND PRESSURIZATION	EMB-135BJ has additional temperature controls in the main cabin and the maximum differential pressure is 8.1 psi.	No	No	A	-	-	-
25 EQUIPMENT/FURNISHINGS	EMB-135BJ has a corporate interior configuration.	No	No	A	-	-	-
28 FUEL	EMB-135BJ has additional fuel tanks and a slightly modified fuel system.	No	Minor	A	-	-	-
30 ICE AND RAIN PROTECTION	EMB-135BJ has a clear ice detection system.	No	No	A	-	-	-
34 NAVIGATION *	EMB-135BJ has FANS I/A	No	Minor	A	-	-	-
	EMB-135BJ/145XR has RNP0.3 (Optional Item)	No	Minor	B	-	-	-
	EMB-135BJ/145XR has LPV (Optional Item)	No	Minor	B	-	-	-
	EMB-135BJ/145XR has Charts & Maps (Optional Item)	No	Minor	C	-	-	-
	EMB-135BJ/145XR has Baro-VNAV (Optional Item)	No	Minor	D	-	-	-
	EMB-135BJ has ADSB-OUT	No	Minor	A	-	-	-
35 OXYGEN	EMB-135BJ passenger oxygen system employs one or two 77 cu ft cylinders to supply the passenger oxygen masks.	No	No	A	-	-	-
52 DOORS	Different main entry doors are available. EMB-135BJ does not have the service door and the left overwing exit hatch	No	No	A	-	-	-
70 POWER PLANT	Engines with different thrust ratings and different Takeoff Modes are available for the various models.	Minor	Minor	A	-	-	-

*Systems listed in item 34, Navigation, do not affect the pilot type rating or the commonality level among the EMB-145 Series.

MANEUVERS OPERATOR DIFFERENCES REQUIREMENTS TABLE							
BASE AIRCRAFT: EMB-145 DIFFERENCES AIRCRAFT: EMB-135ER/LR/KE/KL/BJ				COMPLIANCE METHOD			
				TRAINING		CHKG/CU	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRN LVL	Device	FLT CHK	CURR
TAKEOFF	Different Takeoff thrust modes available. Same takeoff technique and pitch attitude for a given flap setting.	No	No	A	-	-	-

APPENDIX 3

ACCEPTABLE DIFFERENCES TRAINING PROGRAM FOR A MIXED EMB-135/145 FLEET

(Reserved)

APPENDIX 4
AIRCRAFT COMPLIANCE CHECKLIST

14 CFR part 91

General Operating and Flight Rules

COMPLIANCE CHECKLIST

EMB-135BJ ONLY

GENERAL

This report presents the compliance of the basic type certification configuration of EMBRAER EMB-135BJ transport category aircraft with applicable provisions of part 91 – *General Operating and Flight Rules*.

Note: This report is not related to any specific aircraft serial number. Whenever a requirement is applicable for a specific serial number/model/operator, a remark describing the specific compliance for that shall be included.

SCOPE

The scope of this report is to present:

- A compliance statement on each requirement of part 91 – *General Operating and Flight Rules*; and
- Relevant remarks that support the compliance.

This report represents a specific amendment to the part 91, affecting the operation of the EMB-135BJ transport category aircraft. The amendment status (revision and effective date) of the respective regulation is included on the first page of each annex when this report is issued.

SUMMARY

This section presents a summary of all requirements that may require Embraer support to the operator and that are not provided as standard equipment or feature. The compliance with the requirements depends on the kind of operation that is intended to be performed and is under operator's responsibility.

Subpart A – General

14 CFR §	TITLE	COMPLIANCE	REMARKS
91.9(c)	Civil aircraft flight manual, marking, and placard requirements: part 45.	Optionally Compliant	All registration and markings are in accordance with the airplane order issue under paint scheme process.

Subpart B – Flight Rules

14 CFR §	TITLE	COMPLIANCE	REMARKS
91.107	Use of safety belts, shoulder harnesses, and child restraint systems.	Not Compliant	The passenger seats available in airplane are provided with approved safety belts. The child restraint system is not provided by Embraer.

Subpart C – Equipment, Instrument, and Certificate Requirements

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.205(b)(12)	Visual-flight rules (day): Flotation gear.	Optionally Compliant	The airplane is equipped with life-jackets for each passenger and crew member in easily location. It may optionally be equipped with pyrotechnic signaling device (inside extended overwater operation package), under operator's request.
91.205(c)(1)	Visual flight rules (night): Instruments and equipment specified in paragraph (b).	Optionally Compliant	The airplane is equipped with all applicable instruments and equipment specified in paragraph (b) of this section, except for the pyrotechnic signaling device, which may optionally be provided (inside the extended overwater operation package), under operator's request.
91.205(d)(1)	Instrument flight rules: Instruments and equipment specified in paragraphs (b) and (c).	Optionally Compliant	The airplane is equipped with all applicable instruments and equipment specified in paragraph (b) and (c) of this section, except for the pyrotechnic signaling device, which may optionally be provided (inside the extended overwater operation package), under operator's request.
91.205(g)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: Category III operations.	Not Compliant	The airplane is not certified for CAT III operations.

Subpart F – Large and Turbine-Powered Multiengine Airplanes and Fractional Ownership Program Aircraft

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.507	Equipment requirements: Over-the-top or night VFR operations.	Optionally Compliant	The airplane is equipped with all applicable instruments and equipment required for IFR operations under §91.205(d), except for the pyrotechnic signaling device, which may optionally be provided (inside the extended overwater operation package), under operator's request. Additionally, the airplane is equipped with three electric landing lights and two electric taxi lights.
91.509(b)(2)	Survival equipment: Liferafts.	Optionally Compliant	The airplane may optionally be equipped with two TSO approved life rafts: one with 6 pax and one with 12 pax capacity, under operator's request.
91.509(b)(3)	Survival equipment: Pyrotechnic signaling device.	Optionally Compliant	The airplane may optionally be equipped with life rafts, which are equipped with pyrotechnic signaling device, under operator's request.
91.509(b)(4)	Survival equipment: Portable emergency radio signaling device.	Optionally Compliant	The airplane may optionally be equipped with life rafts, which are equipped with a 406MHz capable ELT, under operator's request.
91.509(e)	Survival equipment for overwater operations: Survival kit.	Optionally Compliant	The airplane may optionally comply with the requirement, under operator's request. The survival kit is provided inside life raft and is equipped with: flashlight, spare batteries, sea anchor, spare lamp module, heaving line with handle, aerial meteor flares, pump with adapter, hand held flare, raft knife, utility knife, repair clamp (5"), retaining line (75'), repair clap (3"), survival manual, PRV plugs with Tether, first aid kit, bailer bucket, signal mirror, sponges, whistle, compass, mil poly bags, food ration bars, water maker, ELT, and thermal protective blankets.
91.521(b)	Shoulder harness: Flight attendant seat.	Optionally Compliant	The airplane may optionally be equipped with flight attendant seat in the passenger compartment, under operator's request. It is equipped with a combined safety belt and shoulder harness that meets the applicable requirements specified in §25.785.

DEFINITIONS

Compliant	- The compliance with referred item is OPERATOR's responsibility and Embraer provides necessary equipment/feature/manual/information in order to support the OPERATOR to comply with referred statement.
Not Compliant	- The compliance with referred item is OPERATOR's responsibility and Embraer does not provide necessary equipment/feature/manual/information to support the OPERATOR to perform the referred operation.
Optionally Compliant	- The compliance with referred item is OPERATOR's responsibility and Embraer provides necessary equipment/feature/manual/information as optional item(s) under OPERATOR's request to support the OPERATOR to perform the referred operation.
Not Applicable	- The item is not applicable to this EMBRAER aircraft model.
Operator's Responsibility	- The compliance with referred item is exclusively OPERATOR's responsibility and there are no EMBRAER actions.
Definition	- The item is a definition statement, no actions are required.
Title Only	- The item is subdivided and individual subitems analyses are presented subsequently.

ANNEX 1 – REQUIREMENTS COMPLIANCE

- Authority: FAA - Federal Aviation Administration (United States)
- Regulation: 14 CFR - Code of Federal Regulations, Title 14 - Aeronautics and Space
- Regulation Part: part 91: General Operating and Flight Rules
- Applicability: EMB-135BJ

Amendment 91-315, effective August 11th, 2010.

Subpart A – General

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.1	Applicability.	Definition	–
91.3	Responsibility and authority of the pilot in command.	Operator's Responsibility	–
91.5	Pilot in command of aircraft requiring more than one required pilot.	Operator's Responsibility	–
91.7	Civil aircraft airworthiness.	Operator's Responsibility	–
91.9	Civil aircraft flight manual, marking, and placard requirements.	Title Only	–
91.9(a)	Civil aircraft flight manual, marking, and placard requirements: Limitations, markings and placards.	Operator's Responsibility	–
91.9(b)	Civil aircraft flight manual, marking, and placard requirements: Manual availability.	Compliant	The AFM is provided in the airplane delivery and revision updates are provided when necessary by means of subscription renewal.
91.9(c)	Civil aircraft flight manual, marking, and placard requirements: part 45.	Optionally Compliant	All registration and markings are in accordance with the airplane order issue under paint scheme process.
91.9(d)	Civil aircraft flight manual, marking, and placard requirements: Helicopter operation.	Not Applicable	Applicable only for helicopters.
91.11	Prohibition on interference with crewmembers.	Operator's Responsibility	–
91.13	Careless or reckless operation.	Operator's Responsibility	–
91.15	Dropping objects.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.17	Alcohol or drugs.	Operator's Responsibility	–
91.19	Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.	Operator's Responsibility	–
91.21	Portable electronic devices.	Operator's Responsibility	–
91.23	Truth-in-leasing clause requirement in leases and conditional sales contracts.	Operator's Responsibility	–
91.25	Aviation Safety Reporting Program: Prohibition against use of reports for enforcement purposes.	Definition	–
91.27-91.99	Reserved	Not Applicable	Reserved.

Subpart B – Flight Rules

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.101	Applicability.	Definition	–
91.103	Preflight action.	Operator's Responsibility	–
91.105	Flight crewmembers at stations.	Operator's Responsibility	–
91.107	Use of safety belts, shoulder harnesses, and child restraint systems.	Not Compliant	The passenger seats available in airplane are provided with approved safety belts. The airplane is not provided with child restraint system.
91.109	Flight instruction; Simulated instrument flight and certain flight tests.	Operator's Responsibility	–
91.111	Operating near other aircraft.	Operator's Responsibility	–
91.113	Right-of-way rules: Except water operations.	Operator's Responsibility	–
91.115	Right-of-way rules: Water operations.	Not Applicable	Applicable only for aircraft that operates on the water.
91.117	Aircraft speed.	Operator's Responsibility	–
91.119	Minimum safe altitudes: General.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.121	Altimeter settings.	Operator's Responsibility	–
91.123	Compliance with ATC clearances and instructions.	Operator's Responsibility	–
91.125	ATC light signals.	Definition	–
91.126	Operating on or in the vicinity of an airport in Class G airspace.	Operator's Responsibility	–
91.127	Operating on or in the vicinity of an airport in Class E airspace.	Operator's Responsibility	–
91.129	Operations in Class D airspace.	Operator's Responsibility	–
91.130	Operations in Class C airspace.	Operator's Responsibility	–
91.131	Operations in Class B airspace.	Operator's Responsibility	–
91.133	Restricted and prohibited areas.	Operator's Responsibility	–
91.135	Operations in Class A airspace.	Operator's Responsibility	–
91.137	Temporary flight restrictions in the vicinity of disaster/hazard areas.	Operator's Responsibility	–
91.138	Temporary flight restrictions in national disaster areas in the State of Hawaii.	Operator's Responsibility	–
91.139	Emergency air traffic rules.	Operator's Responsibility	–
91.141	Flight restrictions in the proximity of the Presidential and other parties.	Operator's Responsibility	–
91.143	Flight limitation in the proximity of space flight operations.	Operator's Responsibility	–
91.144	Temporary restriction on flight operations during abnormally high barometric pressure conditions.	Operator's Responsibility	–
91.145	Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.146	Passenger-carrying flights for the benefit of a charitable, nonprofit, or community event.	Definition	–
91.147	Passenger carrying flights for compensation or hire.	Operator's Responsibility	–
91.148-91.149	Reserved	Not Applicable	Reserved.
91.151	Fuel requirements for flight in VFR conditions.	Operator's Responsibility	–
91.153	VFR flight plan: Information required.	Operator's Responsibility	–
91.155	Basic VFR weather minimums.	Operator's Responsibility	–
91.157	Special VFR weather minimums.	Operator's Responsibility	–
91.159	VFR cruising altitude or flight level.	Operator's Responsibility	–
91.161	Special awareness training required for pilots flying under visual flight rules within a 60-nautical mile radius of the Washington, DC VOR/DME.	Operator's Responsibility	–
91.162-91.165	Reserved	Not Applicable	Reserved.
91.167	Fuel requirements for flight in IFR conditions.	Operator's Responsibility	–
91.169	IFR flight plan: Information required.	Operator's Responsibility	–
91.171	VOR equipment check for IFR operations.	Operator's Responsibility	–
91.173	ATC clearance and flight plan required.	Operator's Responsibility	–
91.175	Takeoff and landing under IFR.	Operator's Responsibility	–
91.177	Minimum altitudes for IFR operations.	Operator's Responsibility	–
91.179	IFR cruising altitude or flight level.	Operator's Responsibility	–
91.180	Operations within airspace designated as Reduced Vertical Separation Minimum airspace.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.181	Course to be flown.	Operator's Responsibility	–
91.183	IFR communications.	Operator's Responsibility	–
91.185	IFR operations: Two-way radio communications failure.	Operator's Responsibility	–
91.187	Operation under IFR in controlled airspace: Malfunction reports.	Operator's Responsibility	–
91.189	Category II and III operations: General operating rules.	Operator's Responsibility	–
91.191	Category II and Category III manual.	Compliant	The AFM is provided to the operator and contains the required data for CAT II operations. The airplane is not certified for CAT III operations.
91.193	Certificate of authorization for certain Category II operations.	Definition	–
91.195-91.199	Reserved	Not Applicable	Reserved.

Subpart C – Equipment, Instrument, and Certificate Requirements

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.201	Reserved	Not Applicable	Reserved.
91.203	Civil aircraft: Certifications required.	Title Only	–
91.203(a)	Civil aircraft: Certifications required: Airworthiness and U.S. registration certificates.	Operator's Responsibility	–
91.203(b)	Civil aircraft: Certifications required: Airworthiness certificate or special flight authorization.	Operator's Responsibility	–
91.203(c)	Civil aircraft: Certifications required: Fuel tank installed within the passenger compartment or a baggage compartment.	Not Applicable	Applicable only for aircraft with a fuel tank installed within the passenger compartment or a baggage compartment.
91.203(d)	Civil aircraft: Certifications required: Fuel venting and exhaust emissions	Compliant	The airplane is certified under part 34, including amendments 34-1 through 34-3 effective February 3, 1999.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	requirements.		
91.205	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements.	Title Only	–
91.205(a)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: General.	Operator's Responsibility	–
91.205(b)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: Visual-flight rules (day).	Title Only	–
91.205(b)(1)	Visual-flight rules (day): Airspeed indicator.	Compliant	The airplane is equipped with two Pitot tubes and two ADCs, which provide airspeed indication on both PFDs. It is also equipped with a Pitot/Static tube for standby airspeed indication.
91.205(b)(2)	Visual-flight rules (day): Altimeter.	Compliant	The system provides independent altitude indication on both PFDs through a pair of static ports for each ADC. The Air Data System also has adjustable barometric correction in hectopascals and milibars.
91.205(b)(3)	Visual-flight rules (day): Magnetic direction indicator.	Compliant	The airplane is equipped with two independent IRSs, which provide heading information on PFDs, MFDs, and ISIS. It is also equipped with one magnetic compass.
91.205(b)(4)	Visual-flight rules (day): Tachometer.	Compliant	The airplane is equipped with tachometer for each engine (equivalent to §25.1305(c)(3)). N1 and N2 are presented on EICAS and on RMU backup page.
91.205(b)(5)	Visual-flight rules (day): Oil pressure gauge.	Compliant	Each engine oil pressure is analogically and digitally presented on the EICAS (equivalent to §25.1305(a)(4)).
91.205(b)(6)	Visual-flight rules (day): Temperature gauge.	Not Applicable	Applicable only for airplanes equipped with liquid-cooled engines.
91.205(b)(7)	Visual-flight rules (day): Oil temperature gauge.	Compliant	Each engine oil temperature is analogically and digitally presented on the EICAS (equivalent to §25.1305(a)(6)).
91.205(b)(8)	Visual-flight rules (day): Manifold pressure gauge.	Not Applicable	Applicable only for airplanes equipped with altitude engines.
91.205(b)(9)	Visual-flight rules (day): Fuel gauge.	Compliant	The fuel quantity indication in each tank is displayed on EICAS, MFD synoptic fuel page, and on RMU backup page.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.205(b)(10)	Visual-flight rules (day): Landing gear position indicator.	Compliant	The landing gear position indication is presented on EICAS and on RMU backup page.
91.205(b)(11)	Visual-flight rules (day): Anticollision light system.	Not Applicable	Applicable only for part 23 certified small civil airplanes.
91.205(b)(12)	Visual-flight rules (day): Flotation gear and pyrotechnic signaling device.	Optionally Compliant	The airplane is equipped with life-jackets for each passenger and crew member in easily location. It may optionally be equipped with pyrotechnic signaling device (inside extended overwater operation package), under operator's request.
91.205(b)(13)	Visual-flight rules (day): Safety belt.	Compliant	The airplane is equipped with approved safety belts with approved metal buckle for all passengers two years of age or older.
91.205(b)(14)	Visual-flight rules (day): Shoulder harness.	Not Applicable	Applicable only for part 23 certified small civil airplanes.
91.205(b)(15)	Visual-flight rules (day): ELT.	Compliant	The airplane is equipped with approved ELT.
91.205(b)(16)	Visual-flight rules (day): Shoulder harness.	Not Applicable	Applicable only for normal, utility and acrobatic category airplanes with a seating configuration, excluding pilot seats, of 9 or less, manufactured after December 12, 1986.
91.205(b)(17)	Visual-flight rules (day): Shoulder harness.	Not Applicable	Applicable only for rotorcraft manufactured after September 16, 1992.
91.205(c)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: Visual flight rules (night).	Title Only	–
91.205(c)(1)	Visual flight rules (night): Instruments and equipment specified in paragraph (b).	Optionally Compliant	The airplane is equipped with all applicable instruments and equipment specified in paragraph (b) of this section, except for the pyrotechnic signaling device, which may optionally be provided (inside the extended overwater operation package), under operator's request.
91.205(c)(2)	Visual flight rules (night): Position lights.	Compliant	The airplane is equipped with red, green and white position/navigation lights, installed in the forward region of left winglet, forward region of right winglet and in the tail boom, respectively.
91.205(c)(3)	Visual flight rules (night): Anticollision light system.	Compliant	The airplane is equipped with aviation white anticollision lights installed in the winglet and in the tail boom.
91.205(c)(4)	Visual flight rules (night): Electric landing light.	Compliant	The airplane is equipped with three electric landing lights and two electric taxi lights.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.205(c)(5)	Visual flight rules (night): Source of electrical energy.	Compliant	The airplane is equipped with the following electrical power sources: four engine-driven generators, one APU starter-generator, two main batteries, and one backup battery. Generated electrical power meets MIL-STD-704E. Power sources capacity is demonstrated through electrical load analysis.
91.205(c)(6)	Visual flight rules (night): Spare set of fuses.	Not Applicable	Fuses in are not replaceable in flight. Electrical Power System Safety Assessment considered the effect of each individual fuse failure in the airplane; assuring continued safe flight and landing in case of fuse failure.
91.205(d)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: Instrument flight rules.	Title Only	–
91.205(d)(1)	Instrument flight rules: Instruments and equipment specified in paragraphs (b) and (c).	Optionally Compliant	The airplane is equipped with all applicable instruments and equipment specified in paragraph (b) and (c) of this section, except for the pyrotechnic signaling device, which may optionally be provided (inside the extended overwater operation package), under operator's request.
91.205(d)(2)	Instrument flight rules: Two-way radio communication and navigation equipment.	Compliant	The airplane is equipped with: <ul style="list-style-type: none"> - Two independent VHF communication systems; - HF system in single or dual configuration (optional); - Two independent navigation systems (including VOR-LOC, GS, MB, ADF, DME receivers); - Two FMSs/GPSs; and - Two IRSs.
91.205(d)(3)	Instrument flight rules: Gyroscopic rate-of-turn indicator.	Compliant	The airplane is equipped with two independent IRSs, providing attitude and heading information for pilot and co-pilot on the PFDs. The attitude and heading information is also displayed on the ISIS.
91.205(d)(4)	Instrument flight rules: Slip-skid indicator.	Compliant	The airplane is equipped with one slip/skid indicator installed on each PFD Bezel and also available on the ISIS.
91.205(d)(5)	Instrument flight rules: Sensitive altimeter.	Compliant	The system provides independent altitude indication on both PFDs, for pilot and co-pilot, through a pair of static ports for each ADC. The Air Data System also has adjustable barometric correction in hectopascals and milibars.
91.205(d)(6)	Instrument flight rules: Clock.	Compliant	The airplane is equipped with two digital clocks showing the time in hours, minutes, and seconds.
91.205(d)(7)	Instrument flight rules: Generator or alternator.	Compliant	The airplane is equipped with the following electrical power sources: four engine-driven generators, one

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			APU starter-generator, two main batteries, and one backup battery. Generated electrical power meets MIL-STD-704E. Power sources capacity is demonstrated through electrical load analysis.
91.205(d)(8)	Instrument flight rules: Gyroscopic pitch and bank indicator.	Compliant	The airplane is equipped with two independent IRSs, providing attitude and heading information for pilot and co-pilot on the PFDs. The attitude and heading information is also displayed on the ISIS.
91.205(d)(9)	Instrument flight rules: Gyroscopic direction indicator.	Compliant	The airplane is equipped with two independent IRSs, providing heading information for pilot and co-pilot on PFDs, MFDs, and on ISIS.
91.205(e)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: Flight at and above 24,000 ft MSL (FL 240).	Compliant	The airplane is equipped with: two integrated navigation units, which include one VOR receiver and one DME each, two GPSs/FMSs, and two IRSs.
91.205(f)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: Category II operations.	Compliant	The airplane is capable of performing CAT II approaches.
91.205(g)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: Category III operations.	Not Compliant	The airplane is not certified for CAT III operations.
91.205(h)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: Night vision goggle operations.	Not Compliant	The airplane is not certified for night vision goggle operations.
91.205(i)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements: Exclusions.	Definition	–
91.207	Emergency locator transmitters.	Title Only	–
91.207(a)	Emergency locator transmitters: Approved automatic type.	Compliant	The airplane is equipped with automatic type ELT, which is ETSO 2C126, TSO C126, and TSO C91a approved.
91.207(b)	Emergency locator transmitters: Attachment.	Compliant	The fixed ELT is installed behind aft lavatory shell.

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91.207(c)	Emergency locator transmitters: Batteries.	Operator's Responsibility	–
91.207(d)	Emergency locator transmitters: Inspections.	Operator's Responsibility	–
91.207(e)	Emergency locator transmitters: Ferry flights.	Operator's Responsibility	–
91.207(f)	Emergency locator transmitters: Exemptions.	Operator's Responsibility	–
91.209	Aircraft lights.	Compliant	The airplane is equipped with red, green and white position/navigation lights, installed in the forward region of left winglet, forward region of right winglet and in the tail boom, respectively. It is also equipped with aviation white anti-collision lights installed in the winglet and in the tail boom.
91.211	Supplemental oxygen.	Title Only	–
91.211(a)	Supplemental oxygen: General.	Compliant	The airplane is provided with supplemental oxygen at cabin pressure altitudes above 12,500ft (MSL) up to and including 14,000ft (MSL).
91.211(b)	Supplemental oxygen: Pressurized cabin aircraft.	Compliant	–
91.213	Inoperative instruments and equipment.	Title Only	–
91.213(a)	Inoperative instruments and equipment: Minimum Equipment List.	Compliant	MEL Guide is provided at the airplane delivery to the operator and contains both the MMEL along with the DDPM. It is operator's responsibility to develop and approve his own MEL.
91.213(b)	Inoperative instruments and equipment: Not included in Minimum Equipment List.	Compliant	MEL Guide is provided at the airplane delivery to the operator and contains both the MMEL along with the DDPM. It is operator's responsibility to develop and approve his own MEL.
91.213(c)	Inoperative instruments and equipment: Minimum Equipment List issued under subpart K, part 121, 125 or 135.	Operator's Responsibility	–
91.213(d)	Inoperative instruments and equipment: Operations without Minimum Equipment List.	Not Applicable	This paragraph is applicable to small rotorcraft, nonturbine-powered small airplane, glider, or lighter-than-air aircraft for which a Master Minimum Equipment List (MMEL) has or has not been developed.
91.213(e)	Inoperative instruments and equipment: Special flight permit.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.215	ATC transponder and altitude reporting equipment and use.	Title Only	–
91.215(a)	ATC transponder and altitude reporting equipment and use: All airspace: U.S.-registered civil aircraft.	Compliant	The airplane is equipped with two Mode S transponders, TSO C112.
91.215(b)	ATC transponder and altitude reporting equipment and use: All airspace.	Compliant	The airplane is equipped with two Mode S transponders, TSO C112.
91.215(c)	ATC transponder and altitude reporting equipment and use: Transponder-on operation.	Operator's Responsibility	–
91.215(d)	ATC transponder and altitude reporting equipment and use: ATC authorized deviations.	Operator's Responsibility	–
91.217	Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference.	Title Only	–
91.217(a)	Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference: Deactivation of equipment.	Operator's Responsibility	–
91.217(b)	Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference: Tests and calibration.	Compliant	The transponder receives the altitude data information from the ADC via ARINC429 bus. The transponder has an accuracy of 25ft.
91.217(c)	Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference: Altimeters and digitizers standards.	Compliant	The system is TSO-C88 and TSO-C10b compliant.
91.219	Altitude alerting system or device: Turbojet-powered civil airplanes.	Title Only	–
91.219(a)	Altitude alerting system or device: Turbojet-powered civil airplanes: Operable condition.	Compliant	The airplane is equipped with altitude alerting device and complies with the requirement. The paragraph §91.219(b)(5) is not applicable since the altitude alerting device receives external information from other systems to provide altitude alerting. To determine the DH, the airplane is equipped with one radio altimeter system (the second one is optional).
91.219(b)	Altitude alerting system or	Compliant	The airplane is equipped with altitude alerting device

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	device: Turbojet-powered civil airplanes: Requirements.		and complies with the requirement. The paragraph §91.219(b)(5) is not applicable since the altitude alerting device receives external information from other systems to provide altitude alerting. To determine the DH, the airplane is equipped with one radio altimeter system (the second one is optional).
91.219(c)	Altitude alerting system or device: Turbojet-powered civil airplanes: Procedures establishment and assignment.	Operator's Responsibility	–
91.219(d)	Altitude alerting system or device: Turbojet-powered civil airplanes: Exceptions.	Operator's Responsibility	–
91.221	Traffic alert and collision avoidance system equipment and use.	Title Only	–
91.221(a)	Traffic alert and collision avoidance system equipment and use: All airspace: U.S.-registered civil aircraft.	Compliant	The airplane is equipped with TCAS II equipment.
91.221(b)	Traffic alert and collision avoidance system equipment and use: Traffic alert and collision avoidance system, operation required.	Operator's Responsibility	–
91.223	Terrain awareness and warning system.	Title Only	–
91.223(a)	Terrain awareness and warning system: Airplanes manufactured after March 29, 2002.	Compliant	The airplane is equipped with EGPWS equipment, TSO C151 compliant.
91.223(b)	Terrain awareness and warning system: Airplanes manufactured on or before March 29, 2002.	Not Applicable	Applicable only for airplanes manufactured on or before March 29, 2002.
91.223(c)	Terrain awareness and warning system: Airplane Flight Manual.	Compliant	AFM is provided to the operator and contains the necessary information regarding the EGPWS operation.
91.223(d)	Terrain awareness and warning system: Exceptions.	Operator's Responsibility	–
91.224-91.299	Reserved	Not Applicable	Reserved.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.301	Reserved	Not Applicable	Reserved.
91.303	Aerobatic flight.	Operator's Responsibility	–
91.305	Flight test areas.	Operator's Responsibility	–
91.307	Parachutes and parachuting.	Operator's Responsibility	–
91.309	Towing: Gliders and unpowered ultralight vehicles.	Operator's Responsibility	–
91.311	Towing: Other than under §91.309.	Operator's Responsibility	–
91.313	Restricted category civil aircraft: Operating limitations.	Operator's Responsibility	–
91.315	Limited category civil aircraft: Operating limitations.	Operator's Responsibility	–
91.317	Provisionally certificated civil aircraft: Operating limitations.	Operator's Responsibility	–
91.319	Aircraft having experimental certificates: Operating limitations.	Operator's Responsibility	–
91.321	Carriage of candidates in elections.	Operator's Responsibility	–
91.323	Increased maximum certificated weights for certain airplanes operated in Alaska.	Not Applicable	Applicable only for airplanes type certificated under Aeronautics Bulletin No. 7-A of the U.S. Department of Commerce dated January 1, 1931, as amended, or under the normal category of part 4a of the former Civil Air Regulations.
91.325	Primary category aircraft: Operating limitations.	Not Applicable	Applicable only for primary category aircraft.
91.327	Aircraft having a special airworthiness certificate in the light-sport category: Operating limitations.	Not Applicable	Applicable only for aircraft with airworthiness certificate in the light-sport category.
91.328-91.399	Reserved	Not Applicable	Reserved.

Subpart E – Maintenance, Preventive Maintenance, and Alterations

14 CFR §§	TITLE	COMPLIANCE	REMARKS
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14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.401	Applicability.	Definition	–
91.403	General.	Operator's Responsibility	–
91.405	Maintenance required.	Operator's Responsibility	–
91.407	Operation after maintenance, preventive maintenance, rebuilding, or alteration.	Operator's Responsibility	–
91.409	Inspections.	Title Only	–
91.409(a)	Inspections: Annual Inspection.	Operator's Responsibility	–
91.409(b)	Inspections: Annual or 100-hour inspection.	Operator's Responsibility	–
91.409(c)	Inspections: Exemptions.	Definition	–
91.409(d)	Inspections: Progressive inspection.	Operator's Responsibility	–
91.409(e)	Inspections: Large airplanes (to which part 125 is not applicable), turbojet multiengine airplanes, turbopropeller-powered multiengine airplanes, and turbine-powered rotorcraft.	Operator's Responsibility	–
91.409(f)	Inspections: Selection of inspection program under paragraph (e) of this section.	Compliant	Approved maintenance program, which is defined as MPG, is provided to the operator. The program is the current inspection program recommended by the manufacturer as per §91.409(f)(3).
91.409(g)	Inspections: Inspection program approved under paragraph (e) of this section.	Operator's Responsibility	–
91.409(h)	Inspections: Changes from one inspection program to another.	Operator's Responsibility	–
91.410	Reserved	Not Applicable	Reserved.
91.411	Altimeter system and altitude reporting equipment tests and inspections.	Title Only	–
91.411(a)	Altimeter system and altitude reporting equipment tests and inspections: Controlled airspace under IFR.	Operator's Responsibility	–
91.411(b)	Altimeter system and altitude reporting equipment tests and	Compliant	The anemometric system is tested on production process.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	inspections: Tests required by paragraph (a).		
91.411(c)	Altimeter system and altitude reporting equipment tests and inspections: Altimeter and altitude reporting equipment approved under TSOs.	Definition	–
91.411(d)	Altimeter system and altitude reporting equipment tests and inspections: Controlled airspace under IFR.	Operator's Responsibility	–
91.413	ATC transponder tests and inspections.	Title Only	–
91.413(a)	ATC transponder tests and inspections: Compliance with appendix F of part 43.	Operator's Responsibility	–
91.413(b)	ATC transponder tests and inspections: Installation or maintenance.	Operator's Responsibility	–
91.413(c)	ATC transponder tests and inspections: Tests and inspections.	Compliant	The ATC Transponder is tested on production process.
91.415	Changes to aircraft inspection programs.	Operator's Responsibility	–
91.417	Maintenance records.	Operator's Responsibility	–
91.419	Transfer of maintenance records.	Operator's Responsibility	–
91.421	Rebuilt engine maintenance records.	Operator's Responsibility	–
91.423-91.499	Reserved	Not Applicable	Reserved.

Subpart F – Large and Turbine-Powered Multiengine Airplanes and Fractional Ownership Program Aircraft

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.501	Applicability.	Operator's Responsibility	–
91.503	Flying equipment and operating information.	Title Only	–
91.503(a)	Flying equipment and	Title Only	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	operating information: Accessible flying equipment and aeronautical charts and data.		
91.503(a)(1)	Accessible flying equipment and aeronautical charts and data: Flashlight.	Compliant	The airplane is equipped with two rechargeable flashlights, one behind cockpit seat and one inside right cockpit console.
91.503(a)(2)	Accessible flying equipment and aeronautical charts and data: Cockpit checklist.	Compliant	The AFM is provided to the operator and contains the checklist with the required procedures. These procedures are also available the AOM and the QRH contains the required Emergency Procedures.
91.503(a)(3)	Accessible flying equipment and aeronautical charts and data: Aeronautical charts.	Operator's Responsibility	–
91.503(a)(4)	Accessible flying equipment and aeronautical charts and data: Pertinent chart.	Operator's Responsibility	–
91.503(a)(5)	Accessible flying equipment and aeronautical charts and data: Performance data.	Compliant	The AFM and AOM are provided to the operator and contain all necessary performance data.
91.503(b)	Flying equipment and operating information: Cockpit checklist.	Compliant	The AFM is provided to the operator and contains the checklist with the required procedures. These procedures are also available the AOM and the QRH contains the required Emergency Procedures.
91.503(c)	Flying equipment and operating information: Cockpit checklist procedure.	Compliant	The AFM is provided to the operator and contains the checklist with the required procedures. These procedures are also available the AOM and the QRH contains the required Emergency Procedures.
91.503(d)	Flying equipment and operating information: Equipment, charts and data use.	Operator's Responsibility	–
91.505	Familiarity with operating limitations and emergency equipment.	Operator's Responsibility	–
91.507	Equipment requirements: Over- the-top or night VFR operations.	Optionally Compliant	The airplane is equipped with all applicable instruments and equipment required for IFR operations under §91.205(d), except for the pyrotechnic signaling device, which may optionally be provided (inside the extended overwater operation package), under operator's request. Additionally, the airplane is equipped with three electric landing lights and two electric taxi lights.
91.509	Survival equipment for overwater operations.	Title Only	–
91.509(a)	Survival equipment for overwater operations: Life	Compliant	The airplane is equipped with easily accessible life jackets for each passenger and crew member.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	preserver or an approved flotation means.		
91.509(b)	Survival equipment for overwater operations: Survival equipment.	Title Only	–
91.509(b)(1)	Survival equipment: Life preserver.	Compliant	The airplane is equipped with life vests with approved survivor locator light for each passenger and crewmember.
91.509(b)(2)	Survival equipment: Liferafts.	Optionally Compliant	The airplane may optionally be equipped with two TSO approved life rafts: one with 6 pax and one with 12 pax capacity, under operator's request.
91.509(b)(3)	Survival equipment: Pyrotechnic signaling device.	Optionally Compliant	The airplane may optionally be equipped with life rafts, which are equipped with pyrotechnic signaling device, under operator's request.
91.509(b)(4)	Survival equipment: Portable emergency radio signaling device.	Optionally Compliant	The airplane may optionally be equipped with life rafts, which are equipped with a 121.5MHz and 406MHz capable ELT, under operator's request.
91.509(b)(5)	Survival equipment: Lifeline.	Compliant	The airplane is equipped with a §25.1411 compliant lifeline installed in a proper compartment at overwing emergency exit.
91.509(c)	Survival equipment for overwater operations: Deviation from paragraphs (b)(2) through (5).	Operator's Responsibility	–
91.509(d)	Survival equipment for overwater operations: Conspicuously marked and easily accessible.	Compliant	When applicable, the life rafts, life preservers, and signaling devices are installed in conspicuously marked locations and easily accessible in the event of an unplanned ditching.
91.509(e)	Survival equipment for overwater operations: Survival kit.	Optionally Compliant	The airplane may optionally comply with the requirement, under operator's request. The survival kit is provided inside life raft and is equipped with: flashlight, spare batteries, sea anchor, spare lamp module, heaving line with handle, aerial meteor flares, pump with adapter, hand held flare, raft knife, utility knife, repair clamp (5"), retaining line (75"), repair clasp (3"), survival manual, PRV plugs with Tether, first aid kit, bailer bucket, signal mirror, sponges, whistle, compass, mil poly bags, food ration bars, water maker, ELT, and thermal protective blankets.
91.509(f)	Survival equipment for overwater operations: Shore.	Definition	–
91.511	Communication and navigation equipment for overwater operations.	Title Only	–
91.511(a)	Communication and navigation	Title Only	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	equipment for overwater operations: Operable equipment for a flight over water.		
91.511(a)(1)	Operable equipment for a flight over water: Radio communication equipment.	Compliant	The airplane is equipped with two independent communication system, comprised of one transceiver unit, one antenna and one radio management unit; and one headset, one hand held mic and one quick donning mask microphone for pilot and co-pilot and one headset and one quick donning mask microphone for observer. The airplane is equipped with a single HF (standard configuration) or dual HF (optional configuration).
91.511(a)(2)	Operable equipment for a flight over water: Electronic navigational equipment.	Compliant	The airplane is equipped with two independent communication and navigation systems.
91.511(b)	Communication and navigation equipment for overwater operations: Independent receiver or electronic navigation unit.	Definition	–
91.511(c)	Communication and navigation equipment for overwater operations: Malfunction or inoperative.	Operator's Responsibility	–
91.511(d)	Communication and navigation equipment for overwater operations: VHF and HF communications equipment.	Operator's Responsibility	–
91.511(e)	Communication and navigation equipment for overwater operations: Shore.	Definition	–
91.511(f)	Communication and navigation equipment for overwater operations: Gulf of Mexico, Caribbean Sea and Atlantic Ocean operation.	Operator's Responsibility	–
91.513	Emergency equipment.	Title Only	–
91.513(a)	Emergency equipment: Listed emergency equipment.	Operator's Responsibility	–
91.513(b)	Emergency equipment: Equipment requirements.	Title Only	–
91.513(b)(1)	Equipment requirements: Inspection.	Operator's Responsibility	–
91.513(b)(2)	Equipment requirements: Accessibility.	Compliant	All emergency equipment installed in the airplane is easily accessible to the crewmembers.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.513(b)(3)	Equipment requirements: Method of operation.	Compliant	All emergency equipment has clearly indication of operation method.
91.513(b)(4)	Equipment requirements: Compartment or container.	Compliant	The emergency equipment compartments have a proper indication and the emergency equipment listed have a date of last inspection and/or emergency equipment expiration date.
91.513(c)	Emergency equipment: Hand fire extinguishers.	Compliant	The handheld fire extinguisher accomplishes AC 20-42D. The fire extinguisher is installer near flight attendant seat, easily accessible and the stowage is properly marked.
91.513(d)	Emergency equipment: First Aid kits.	Compliant	The airplane is equipped with first aid kit.
91.513(e)	Emergency equipment: Crash axe.	Not Applicable	Applicable only for airplane accommodating more than 19 passengers.
91.513(f)	Emergency equipment: Megaphone.	Not Applicable	Applicable only for airplanes with a seating capacity of more than 60 passengers.
91.515	Flight altitude rules.	Operator's Responsibility	–
91.517	Passenger information.	Title Only	–
91.517(a)	Passenger information: Visible signs.	Compliant	The airplane is equipped with pictorial "fasten seat belt" and "don't smoke" signs at visible location in sidewall panels.
91.517(b)	Passenger information: Oral notification.	Operator's Responsibility	–
91.517(c)	Passenger information: Smoking prohibition.	Operator's Responsibility	–
91.517(d)	Passenger information: "Fasten seat belt" sign.	Operator's Responsibility	–
91.517(e)	Passenger information: Given instructions.	Operator's Responsibility	–
91.519	Passenger briefing.	Title Only	–
91.519(a)	Passenger briefing: Oral briefing.	Operator's Responsibility	–
91.519(b)	Passenger briefing: Printed cards.	Compliant	The airplane is provided with a pack of briefing cards (one briefing card for each passenger), which have proper instruction of emergency exit and emergency equipments.
91.519(c)	Passenger briefing: Locations.	Compliant	Each briefing card is located near passengers' seats

14 CFR §§	TITLE	COMPLIANCE	REMARKS
			and contains information about the airplane configuration.
91.519(d)	Passenger briefing: Subpart K.	Operator's Responsibility	–
91.521	Shoulder harness.	Title Only	–
91.521(a)	Shoulder harness: Flight deck station.	Compliant	The airplane is equipped, at each seat at a flight deck station, with a combined safety belt and shoulder harness that meets the applicable requirements specified in §25.785.
91.521(b)	Shoulder harness: Flight attendant seat.	Optionally Compliant	The airplane may optionally be equipped with flight attendant seat in the passenger compartment, under operator's request. It is equipped with a combined safety belt and shoulder harness that meets the applicable requirements specified in §25.785.
91.523	Carry-on baggage.	Not Applicable	Applicable only for aircraft with a seating capacity for more than 19 passengers.
91.525	Carriage of cargo.	Operator's Responsibility	–
91.527	Operating in icing conditions.	Compliant	The airplane is certificated and fully equipped to operate under icing conditions. In addition, the AFM establishes the procedures and limitations for operations under icing conditions.
91.529	Flight engineer requirements.	Not Applicable	Applicable only for aircraft type certificated with a flight engineer.
91.531	Second in command requirements.	Operator's Responsibility	–
91.533	Flight attendant requirements.	Operator's Responsibility	–
91.535	Stowage of food, beverage, and passenger service equipment during aircraft movement on the surface, takeoff, and landing.	Operator's Responsibility	–
91.536-91.599	Reserved	Not Applicable	Reserved.

Subpart G – Additional Equipment and Operating Requirements for Large and Transport Category Aircraft

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.601	Applicability.	Definition	–
91.603	Aural speed warning device.	Compliant	The airplane is equipped with an AWU, which

14 CFR §§	TITLE	COMPLIANCE	REMARKS
			generates the speed warning alert.
91.605	Transport category civil airplane weight limitations.	Operator's Responsibility	–
91.607	Emergency exits for airplanes carrying passengers for hire.	Not Applicable	Applicable only for large airplane type certificated under the Civil Air Regulations effective before April 9, 1957.
91.609	Flight recorders and cockpit voice recorders.	Title Only	–
91.609(a)	Flight recorders and cockpit voice recorders: Authorized flights without equipment installed or inoperative.	Operator's Responsibility	–
91.609(b)	Flight recorders and cockpit voice recorders: Authorized flights without equipment installed or inoperative.	Operator's Responsibility	–
91.609(c)	Flight recorders and cockpit voice recorders: Flight recorder features.	Compliant	The airplane is equipped with one Solid State FDR, as required, with memory recording capacity of 25 hours.
91.609(d)	Flight recorders and cockpit voice recorders: Flight recorder operation.	Compliant	The FDR is activated automatically by switch contacts and AIR/GND relay contact.
91.609(e)	Flight recorders and cockpit voice recorders: CVR features and operation.	Compliant	–
91.609(f)	Flight recorders and cockpit voice recorders: CVR erasing features.	Compliant	The cockpit voice recorder has an erasure feature that can be used only on ground (WOW and parking brake set) and erases the information. The CVR manufacturer is able to recover the information if the erasure feature is used.
91.609(g)	Flight recorders and cockpit voice recorders: Flight recorders and CVR recorded information.	Operator's Responsibility	–
91.609(h)	Flight recorders and cockpit voice recorders: CVR requirements.	Compliant	The airplane is equipped with a CVR and complies with the requirement.
91.609(i)	Flight recorders and cockpit voice recorders: CVR requirements.	Compliant	The airplane is equipped with a CVR and complies with the requirement.
91.609(j)	Flight recorders and cockpit voice recorders: Datalink communication.	Compliant	The CVR is capable to record the datalink communication. The airplane may optionally be provided with datalink communication, under operator's request.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.609(k)	Flight recorders and cockpit voice recorders: Deviation authority from part 125 of this chapter.	Operator's Responsibility	–
91.611	Authorization for ferry flight with one engine inoperative.	Not Applicable	Applicable only for airplanes with three and four engines installed.
91.613	Materials for compartment interiors.	Title Only	–
91.613(a)	Materials for compartment interiors: SFAR No. 41.	Not Applicable	Applicable only for airplane that conforms to an amended or supplemental type certificate issued in accordance with SFAR No. 41 for a maximum certificated takeoff weight in excess of 12,500 pounds.
91.613(b)	Materials for compartment interiors: Thermal/acoustic insulation materials.	Title Only	–
91.613(b)(1)	Thermal/acoustic insulation materials: Airplanes manufactured before September 2, 2005.	Not Applicable	Applicable only for large transport aircraft manufactured before September 2, 2005.
91.613(b)(2)	Thermal/acoustic insulation materials: Airplanes manufactured after September 2, 2005.	Compliant	The thermal/acoustic insulation materials installed in the fuselage meet the flame propagation requirements of §25.856.
91.615-91.699	Reserved	Not Applicable	Reserved.

Subpart H – Foreign Aircraft Operations and Operations of U.S.-Registered Civil Aircraft Outside of the United States; and Rules Governing Persons on Board Such Aircraft

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.701	Applicability.	Definition	–
91.702	Persons on board.	Definition	–
91.703	Operations of civil aircraft of U.S. registry outside of the United States.	Operator's Responsibility	–
91.705	Operations within airspace designated as Minimum Navigation Performance Specification Airspace.	Title Only	–
91.705(a)	Operations within airspace	Title Only	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	designated as Minimum Navigation Performance Specification Airspace: Minimum Navigation Performance Specifications airspace.		
91.705(a)(1)	Minimum Navigation Performance Specifications airspace: Approved navigation performance capability.	Compliant	The airplane is approved into NAT MNPS. However, the FMS is limited to 72°30'N and this restriction must be observed when flying in MNPS airspace.
91.705(a)(2)	Minimum Navigation Performance Specifications airspace: Authorization by the Administrator.	Operator's Responsibility	–
91.705(b)	Operations within airspace designated as Minimum Navigation Performance Specification Airspace: Deviation.	Operator's Responsibility	–
91.706	Operations within airspace designed as Reduced Vertical Separation Minimum Airspace.	Operator's Responsibility	–
91.707	Flights between Mexico or Canada and the United States.	Operator's Responsibility	–
91.709	Operations to Cuba.	Operator's Responsibility	–
91.711	Special rules for foreign civil aircraft.	Not Applicable	Applicable only for foreign civil aircraft when operating within the United States.
91.713	Operation of civil aircraft of Cuban registry.	Not Applicable	Applicable only for Cuban registered aircraft when operating in USA airspace.
91.715	Special flight authorizations for foreign civil aircraft.	Not Applicable	Applicable only for aircraft registered outside USA.
91.717-91.799	Reserved	Not Applicable	Reserved.

Subpart I – Operating Noise Limits

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.801	Applicability: Relation to part 36.	Definition	–
91.803	Part 125 operators: Designation of applicable regulations.	Not Applicable	Applicable only for part 125 eligible aircraft.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.805	Final compliance: Subsonic airplanes.	Not Applicable	Applicable only for civil subsonic jet (turbojet) airplanes with maximum weights of more than 75,000 pounds.
91.807-91.813	Reserved	Not Applicable	Reserved.
91.815	Agricultural and fire fighting airplanes: Noise operating limitations.	Not Applicable	Applicable only for propeller-driven, small airplanes having standard airworthiness certificates that are designed for "agricultural aircraft operations" or for dispensing fire fighting materials.
91.817	Civil aircraft sonic boom.	Not Applicable	Applicable only for supersonic aircraft.
91.819	Civil supersonic airplanes that do not comply with part 36.	Not Applicable	Applicable only for supersonic aircraft.
91.821	Civil supersonic airplanes: Noise limits.	Not Applicable	Applicable only for supersonic aircraft.
91.823-91.849	Reserved	Not Applicable	Reserved.
91.851	Definitions.	Definition	–
91.853	Final compliance: Civil subsonic airplanes.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.855	Entry and nonaddition rule.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.857	Stage 2 operations outside of the 48 contiguous United States.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.858	Special flight authorizations for non-revenue Stage 2 operations.	Not Applicable	Applicable only for Stage 2 airplane over 75,000 pounds.
91.859	Modification to meet Stage 3 or Stage 4 noise levels.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.861	Base level.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.863	Transfers of Stage 2 airplanes with base level.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.865	Phased compliance for operators with base level.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.867	Phased compliance for new entrants.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.869	Carry-forward compliance.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.871	Waivers from interim compliance requirements.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.873	Waivers from final compliance.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.875	Annual progress reports.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.877	Annual reporting of Hawaiian operations.	Not Applicable	Applicable only for airplane with a maximum certificated takeoff weight of more than 75,000 pounds.
91.879-91.899	Reserved	Not Applicable	Reserved.

Subpart J – Waivers

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.901	Reserved	Not Applicable	Reserved.
91.903	Policy and procedures.	Operator's Responsibility	–
91.905	List of rules subject to waivers.	Operator's Responsibility	–
91.907-91.999	Reserved	Not Applicable	Reserved.

Subpart K – Fractional Ownership Operations

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.1001	Applicability.	Definition	–
91.1002	Compliance date.	Operator's Responsibility	–
91.1003	Management contract between owner and program manager.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.1005	Prohibitions and limitations.	Operator's Responsibility	–
91.1007	Flights conducted under part 121 or part 135 of this chapter.	Operator's Responsibility	–
91.1009	Clarification of operational control.	Operator's Responsibility	–
91.1011	Operational control responsibilities and delegation.	Operator's Responsibility	–
91.1013	Operational control briefing and acknowledgment.	Operator's Responsibility	–
91.1014	Issuing or denying management specifications.	Operator's Responsibility	–
91.1015	Management specifications.	Operator's Responsibility	–
91.1017	Amending program manager's management specifications.	Operator's Responsibility	–
91.1019	Conducting tests and inspections.	Operator's Responsibility	–
91.1021	Internal safety reporting and incident/accident response.	Operator's Responsibility	–
91.1023	Program operating manual requirements.	Operator's Responsibility	–
91.1025	Program operating manual contents.	Operator's Responsibility	–
91.1027	Recordkeeping.	Operator's Responsibility	–
91.1029	Flight scheduling and locating requirements.	Operator's Responsibility	–
91.1031	Pilot in command or second in command: Designation required.	Operator's Responsibility	–
91.1033	Operating information required.	Title Only	–
91.1033(a)	Operating information required: Materials.	Title Only	–
91.1033(a)(1)	Materials: Cockpit checklist.	Compliant	The AFM is provided to the operator and contains the checklist with the required procedures. These procedures are also available in the AOM and the QRH contains the required Emergency Procedures.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.1033(a)(2)	Materials: Emergency cockpit checklist.	Compliant	The AFM is provided to the operator and contains the checklist with the required procedures. These procedures are also available in the AOM and the QRH contains the required Emergency Procedures.
91.1033(a)(3)	Materials: Aeronautical charts.	Operator's Responsibility	–
91.1033(a)(4)	Materials: Pertinent charts.	Operator's Responsibility	–
91.1033(b)	Operating information required: Cockpit checklist.	Compliant	The AFM is provided to the operator and contains the checklist with the required procedures. These procedures are also available in the AOM and the QRH contains the required Emergency Procedures.
91.1033(c)	Operating information required: Emergency cockpit checklist.	Compliant	The AFM is provided to the operator and contains the checklist with the required procedures. These procedures are also available in the AOM and the QRH contains the required Emergency Procedures.
91.1035	Passenger awareness.	Title Only	–
91.1035(a)	Passenger awareness: Oral Briefing.	Operator's Responsibility	–
91.1035(b)	Passenger awareness: Evacuation procedures briefing.	Operator's Responsibility	–
91.1035(c)	Passenger awareness: Operational control briefing.	Operator's Responsibility	–
91.1035(d)	Passenger awareness: Oral briefings.	Operator's Responsibility	–
91.1035(e)	Passenger awareness: Recording playback device.	Compliant	The IFE system is equipped with an approved recording playback device that is audible to each passenger under normal noise levels.
91.1035(f)	Passenger awareness: Printed Cards.	Compliant	The airplane is equipped with printed briefing cards for each passenger. These cards are appropriate for the airplane and contain a diagram and method of operation of the emergency exits and the necessary instructions for the use of emergency equipment on board.
91.1037	Large transport category airplanes: Turbine engine powered; Limitations; Destination and alternate airports.	Title Only	–
91.1037(a)	Large transport category	Compliant	The landing weight limitation of the aircraft is

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	airplanes: Turbine engine powered; Limitations; Destination and alternate airports: Landing Weight.		provided the AFM and AOM and the Fuel consumption can be calculated based on the flight planning data provided the AOM. The Inflight Performance Software and the Route Analysis software provide performance figures of the aircraft and may optionally be provided, under operator's request.
91.1037(b)	Large transport category airplanes: Turbine engine powered; Limitations; Destination and alternate airports: Allowable landing weight.	Compliant	The landing weight limitation of the airplane is provided in the AFM and the AOM. Fuel consumption and landing distance can be calculated based on data provided in the AFM and AOM. The Inflight Performance Software and the Route Analysis software provide performance figures of the aircraft and may optionally be provided, under operator's request.
91.1037(c)	Large transport category airplanes: Turbine engine powered; Limitations; Destination and alternate airports: Weight in excess of that allowed by paragraph (b).	Compliant	The landing weight limitation of the airplane, fuel consumption, and landing distance data is provided in the AFM and AOM. The Inflight Performance Software and the Route Analysis software provide performance figures of the aircraft and may optionally be provided, under operator's request.
91.1037(d)	Large transport category airplanes: Turbine engine powered; Limitations; Destination and alternate airports: Alternate Airport.	Operator's Responsibility	–
91.1037(e)	Large transport category airplanes: Turbine engine powered; Limitations; Destination and alternate airports: Wet or slippery runway.	Compliant	The landing weight limitation of the airplane and landing distance data is provided in the AFM and AOM.
91.1039	IFR takeoff, approach and landing minimums.	Operator's Responsibility	–
91.1041	Aircraft proving and validation tests.	Operator's Responsibility	–
91.1043	Reserved	Not Applicable	Reserved.
91.1045	Additional equipment requirements.	Title Only	–
91.1045(a)	Additional equipment requirements.	Not Applicable	Applicable only for airplanes having a passenger-seat configuration of more than 30 seats or a payload capacity of more than 7,500 pounds.
91.1045(b)	Additional equipment requirements.	Title Only	–
91.1045(b)(1)	Additional equipment requirements: Cockpit voice	Compliant	The airplane has a CVR as required by section 135.151.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	recorder.		
91.1045(b)(2)	Additional equipment requirements: Flight recorder.	Compliant	The airplane has a FDR as required by section 135.152.
91.1045(b)(3)	Additional equipment requirements: Terrain awareness and warning system.	Compliant	The airplane is equipped with EGPWS.
91.1045(b)(4)	Additional equipment requirements: Traffic alert and collision avoidance system.	Compliant	The airplane is equipped with TCAS II equipment.
91.1045(b)(5)	Additional equipment requirements: Airborne weather radar or thunderstorm detection equipment.	Compliant	The airplane is equipped with weather radar with turbulence detection.
91.1047	Drug and alcohol misuse education program.	Operator's Responsibility	–
91.1049	Personnel.	Operator's Responsibility	–
91.1051	Pilot safety background check.	Operator's Responsibility	–
91.1053	Crewmember experience.	Operator's Responsibility	–
91.1055	Pilot operating limitations and pairing requirement.	Operator's Responsibility	–
91.1057	Flight, duty and rest time requirements: All crewmembers.	Operator's Responsibility	–
91.1059	Flight time limitations and rest requirements: One or two pilot crews.	Operator's Responsibility	–
91.1061	Augmented flight crews.	Operator's Responsibility	–
91.1062	Duty periods and rest requirements: Flight attendants.	Operator's Responsibility	–
91.1063	Testing and training: Applicability and terms used.	Definition	–
91.1065	Initial and recurrent pilot testing requirements.	Operator's Responsibility	–
91.1067	Initial and recurrent flight attendant crewmember testing requirements.	Operator's Responsibility	–
91.1069	Flight crew: Instrument	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	proficiency check requirements.		
91.1071	Crewmember: Tests and checks, grace provisions, training to accepted standards.	Operator's Responsibility	–
91.1073	Training program: General.	Operator's Responsibility	–
91.1075	Training program: Special rules.	Operator's Responsibility	–
91.1077	Training program and revision: Initial and final approval.	Operator's Responsibility	–
91.1079	Training program: Curriculum.	Operator's Responsibility	–
91.1081	Crewmember training requirements.	Operator's Responsibility	–
91.1083	Crewmember emergency training.	Operator's Responsibility	–
91.1085	Hazardous materials recognition training.	Operator's Responsibility	–
91.1087	Approval of aircraft simulators and other training devices.	Operator's Responsibility	–
91.1089	Qualifications: Check pilots (aircraft) and check pilots (simulator).	Operator's Responsibility	–
91.1091	Qualifications: Flight instructors (aircraft) and flight instructors (simulator).	Operator's Responsibility	–
91.1093	Initial and transition training and checking: Check pilots (aircraft), check pilots (simulator).	Operator's Responsibility	–
91.1095	Initial and transition training and checking: Flight instructors (aircraft), flight instructors (simulator).	Operator's Responsibility	–
91.1097	Pilot and flight attendant crewmember training programs.	Operator's Responsibility	–
91.1099	Crewmember initial and recurrent training requirements.	Operator's Responsibility	–
91.1101	Pilots: Initial, transition, and	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	upgrade ground training.		
91.1103	Pilots: Initial, transition, upgrade, requalification, and differences flight training.	Operator's Responsibility	–
91.1105	Flight attendants: Initial and transition ground training.	Operator's Responsibility	–
91.1107	Recurrent training.	Operator's Responsibility	–
91.1109	Aircraft maintenance: Inspection program.	Title Only	–
91.1109(a)	Aircraft maintenance: Inspection program.	Compliant	All the maintenance requirements to be performed in the airplane are stated in the MPG, which is the manufacturer approved maintenance program. The maintenance procedures are listed in the AMM, NDI, and CPM.
91.1109(b)	Aircraft maintenance: Inspection program.	Compliant	MPG is provided in order to support the operator to develop his own maintenance program.
91.1109(c)	Aircraft maintenance: Inspection program: Revision.	Operator's Responsibility	–
91.1111	Maintenance training.	Operator's Responsibility	–
91.1113	Maintenance recordkeeping.	Operator's Responsibility	–
91.1115	Inoperable instruments and equipment.	Title Only	–
91.1115(a)	Inoperable instruments and equipment.	Title Only	–
91.1115(a)(1)	Inoperable instruments and equipment: Minimum Equipment List.	Compliant	The MMEL is provided to the operator. Additionally, the MEL is provided to the operator and contains both the MMEL along with the DDPM. It is operator's responsibility to develop and approve his own MEL.
91.1115(a)(2)	Inoperable instruments and equipment: Management specifications.	Operator's Responsibility	–
91.1115(a)(3)	Inoperable instruments and equipment: Minimum Equipment List.	Compliant	The MMEL is provided to the operator. Additionally, the MEL is provided to the operator and contains both the MMEL along with the DDPM. It is operator's responsibility to develop and approve his own MEL.
91.1115(a)(4)	Inoperable instruments and equipment: Records.	Operator's Responsibility	–
91.1115(a)(5)	Inoperable instruments and equipment: Operations.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.1115(b)	Inoperable instruments and equipment: Minimum Equipment List limitations.	Compliant	The MMEL is provided to the operator. Additionally, the MEL is provided to the operator and contains both the MMEL along with the DDPM. It is operator's responsibility to develop and approve his own MEL.
91.1115(c)	Inoperable instruments and equipment: Special flight permit.	Operator's Responsibility	–
91.1115(d)	Inoperable instruments and equipment: Use of Minimum Equipment List.	Operator's Responsibility	–
91.1411	Continuous airworthiness maintenance program use by fractional ownership program manager.	Operator's Responsibility	–
91.1413	CAMP: Responsibility for airworthiness.	Operator's Responsibility	–
91.1415	CAMP: Mechanical reliability reports.	Operator's Responsibility	–
91.1417	CAMP: Mechanical interruption summary report.	Operator's Responsibility	–
91.1423	CAMP: Maintenance organization.	Operator's Responsibility	–
91.1425	CAMP: Maintenance, preventive maintenance, and alteration programs.	Operator's Responsibility	–
91.1427	CAMP: Manual requirements.	Operator's Responsibility	–
91.1429	CAMP: Required inspection personnel.	Operator's Responsibility	–
91.1431	CAMP: Continuing analysis and surveillance.	Operator's Responsibility	–
91.1433	CAMP: Maintenance and preventive maintenance training program.	Operator's Responsibility	–
91.1435	CAMP: Certificate requirements.	Operator's Responsibility	–
91.1437	CAMP: Authority to perform and approve maintenance.	Operator's Responsibility	–
91.1439	CAMP: Maintenance recording requirements.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.1441	CAMP: Transfer of maintenance records.	Operator's Responsibility	–
91.1443	CAMP: Airworthiness release or aircraft maintenance log entry.	Operator's Responsibility	–

Subpart L – Continued Airworthiness and Safety Improvements

14 CFR §§	TITLE	COMPLIANCE	REMARKS
91.1501	Purpose and definition.	Definition	–
91.1503	Reserved	Not Applicable	Reserved.
91.1505	Repairs assessment for pressurized fuselages.	Not Applicable	Applicable only for Airbus Model A300 (excluding the -600 series), British Aerospace Model BAC 1-11, Boeing Model, 707, 720, 727, 737 or 747, McDonnell Douglas Model DC-8, DC-9/MD-80 or DC-10, Fokker Model F28, or Lockheed Model L-1011 airplane.
91.1507	Fuel tank system inspection program.	Not Applicable	Applicable only for transport category, turbine-powered airplanes with a maximum type-certificated passenger capacity of 30 or more, or maximum payload capacity of 7,500 pounds or more.

Appendices to 14 CFR part 91

14 CFR §§	TITLE	COMPLIANCE	REMARKS
Appendix A	Category II Operations: Manual, Instruments, Equipment, and Maintenance	Title Only	–
Appendix A.1	Category II Operations: Manual, Instruments, Equipment, and Maintenance: Category II Manual.	Compliant	The AFM is provided to the operator and contains pertinent supplement related to the airframe approval for CAT II operations. Information regarding to CAT II operation is also available in the AOM, which is also provided to the operator. It is operator's responsibility to obtain operational approval to perform CAT II operations.
Appendix A.2	Category II Operations: Manual, Instruments, Equipment, and Maintenance: Required Instruments and Equipment.	Title Only	–
Appendix A.2(a)	Required Instruments and	Title Only	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	Equipment: Group I.		
Appendix A.2(a)(1)	Group I: Localizer and glide slope receiving systems.	Compliant	The airplane is equipped with two integrated navigation units, which include one VOR-LOC and GS receiver each. The VOR-LOC system has two independent antennas and GS has a single antenna. The ILS information is displayed on the PFDs for pilot and co-pilot. This information is also displayed on RMU backup page.
Appendix A.2(a)(2)	Group I: Communications system.	Compliant	The airplane is equipped with two independent communication and navigation systems.
Appendix A.2(a)(3)	Group I: Marker beacon receiver.	Compliant	The airplane is equipped with two navigation units, which include one MB receiver each; providing audio and visual information in the cockpit (audio system and PFD).
Appendix A.2(a)(4)	Group I: Gyroscopic pitch and bank indicating systems.	Compliant	The airplane is equipped with two independent IRSs, providing attitude and heading information for pilot and co-pilot on the PFDs. The attitude and heading information is also displayed on the ISIS.
Appendix A.2(a)(5)	Group I: Gyroscopic direction indicating systems.	Compliant	The airplane is equipped with two independent IRSs, providing heading information for pilot and co-pilot on PFDs and MFDs. The heading information is also displayed on the ISIS.
Appendix A.2(a)(6)	Group I: Airspeed indicators.	Compliant	The airplane is equipped with two Pitot tubes and two ADCs, which provide airspeed indication on both PFDs (one for pilot and one for co-pilot). It is also equipped with a Pitot/Static tube for standby airspeed indication.
Appendix A.2(a)(7)	Group I: Sensitive altimeters.	Compliant	The airplane is equipped with two independent ADSs with adjustable barometric correction. The correction placard for altimeter scale error is not applicable since all corrections are already done by the ADS computers.
Appendix A.2(a)(8)	Group I: Vertical speed indicators.	Compliant	The vertical speed is indicated on both pilot and co-pilot PFDs.
Appendix A.2(a)(9)	Group I: Flight control guidance system.	Compliant	The airplane complies with the requirement by TSO equipment installation. TSO C9c, C34e, C36e, C52b.
Appendix A.2(a)(10)	Group I: Marker beacon receiver.	Compliant	The airplane is equipped with two navigation units, which include one MB receiver each, providing audio and visual information in the cockpit (audio system and PFD). It is also equipped with one radio altimeter system (the second one is optional).
Appendix A.2(b)	Required Instruments and Equipment: Group II.	Title Only	–
Appendix A.2(b)(1)	Group II: Warning systems.	Compliant	The system provides the following warning information: - Course and GS deviation failure (red X) on

14 CFR §§	TITLE	COMPLIANCE	REMARKS
			<ul style="list-style-type: none"> both PFDs and RMU; Invalid selected course by amber dashes on both PFD and RMU; Attitude failure annunciator on both PFD; Heading failure annunciator on both PFD, MFD, RMU and standby system; and Loss of radio by amber dashes on RMU.
Appendix A.2(b)(2)	Group II: Dual controls.	Compliant	–
Appendix A.2(b)(3)	Group II: Static pressure system.	Compliant	The airplane is equipped with four static ports, one pair for each ADC. It is also equipped with a Pitot/Static tube for standby altitude indication.
Appendix A.2(b)(4)	Group II: Windshield wiper.	Compliant	The airplane is equipped with windshield rain repellent coating system for rain removal purpose.
Appendix A.2(b)(5)	Group II: Heat source.	Compliant	The Pitot tubes are heated to operate under low temperatures.
Appendix A.3	Category II Operations: Manual, Instruments, Equipment, and Maintenance: Instruments and Equipment Approval.	Title Only	–
Appendix A.3(a)	Instruments and Equipment Approval: General.	Operator's Responsibility	–
Appendix A.3(b)	Instruments and Equipment Approval: Flight control guidance system.	Compliant	–
Appendix A.3(c)	Instruments and Equipment Approval: Radio altimeter.	Compliant	The airplane is equipped with one radio altimeter system (the second one is optional), which meets the required performance.
Appendix A.3(d)	Instruments and Equipment Approval: Other instruments and equipment.	Compliant	The installed avionics equipment and instruments are capable of performing CAT II operations.
Appendix A.3(e)	Instruments and Equipment Approval: Evaluation program.	Title Only	–
Appendix A.3(e)(1)	Evaluation program: Application.	Operator's Responsibility	–
Appendix A.3(e)(2)	Evaluation program: Demonstrations.	Compliant	–
Appendix A.3(e)(3)	Evaluation program: Records.	Compliant	–
Appendix A.3(e)(4)	Evaluation program: Evaluation.	Compliant	–
Appendix A.4	Category II Operations:	Compliant	All the maintenance requirements to be performed by

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	Manual, Instruments, Equipment, and Maintenance: Maintenance program.		the operator under CAT II operation are stated in the MPG, which is the manufacturer approved maintenance program. The maintenance procedures are listed in the AMM. The CAT II dedicated requirements are listed on MPG Appendix 8 and all other requirements are also listed in the MPG. This document supports the operators while complying with Appendix A.4 to part 91.
Appendix B	Authorizations To Exceed Mach 1 (§91.817)	Not Applicable	Applicable only for aircraft that exceed Mach 1.
Appendix C	Operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) Airspace	Compliant	The airplane is eligible to operate in MNPS airspace.
Appendix D	Airports/Locations: Special Operating Restrictions	Operator's Responsibility	–
Appendix E	Airplane Flight Recorder Specifications	Compliant	–
Appendix F	Helicopter Flight Recorder Specifications	Not Applicable	Applicable only for helicopters.
Appendix G	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace	Title Only	–
Appendix G.1	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace: Definitions.	Definition	–
Appendix G.2	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace: Aircraft Approval.	Title Only	–
Appendix G.2(a)	Aircraft Approval: Authorization.	Operator's Responsibility	–
Appendix G.2(b)	Aircraft Approval: Data package.	Operator's Responsibility	–
Appendix G.2(c)	Aircraft Approval: Altitude-keeping equipment: All aircraft.	Compliant	The airplane configuration meets the RVSM requirements and is eligible to operate in RVSM airspace.
Appendix G.2(d)	Aircraft Approval: Altimetry system error containment: Group aircraft for which application for type certification was made on or before April 9, 1997.	Not Applicable	Applicable only for aircraft for which application for type certification was made on or before April 9, 1997.
Appendix G.2(e)	Aircraft Approval: Altimetry	Compliant	The airplane configuration meets the RVSM

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	system error containment: Group aircraft for which application for type certification is made after April 9, 1997.		requirements and is eligible to operate in RVSM airspace.
Appendix G.2(f)	Aircraft Approval: Altimetry system error containment: Non-group aircraft.	Compliant	The airplane configuration meets the RVSM requirements and is eligible to operate in RVSM airspace.
Appendix G.2(g)	Aircraft Approval: Traffic Alert and Collision Avoidance System (TCAS) Compatibility With RVSM Operations: All aircraft.	Compliant	The airplane is equipped with TCAS II change 7 equipment.
Appendix G.2(h)	Aircraft Approval: Notification.	Definition	–
Appendix G.3	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace: Operator Authorization.	Operator's Responsibility	–
Appendix G.4	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace: RVSM Operations.	Operator's Responsibility	–
Appendix G.5	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace: Deviation Authority Approval.	Operator's Responsibility	–
Appendix G.6	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace: Reporting Altitude- Keeping Errors.	Operator's Responsibility	–
Appendix G.7	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace: Removal or Amendment of Authority.	Definition	–
Appendix G.8	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace: Airspace Designation.	Operator's Responsibility	–

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14 CFR part 135

Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board such Aircraft

COMPLIANCE CHECKLIST

EMB-135BJ ONLY

GENERAL

This report presents the compliance of the basic type certification configuration of EMBRAER EMB-135BJ transport category aircraft with applicable provisions of 14 CFR part 135 – *Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board such Aircraft*.

Note: This report is not related to any specific aircraft serial number. Whenever a requirement is applicable for a specific serial number/model/operator, a remark describing the specific compliance for that shall be included.

SCOPE

The scope of this report is to present:

- A compliance statement on each requirement of 14 CFR part 135 – *Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board such Aircraft*; and
- Relevant remarks that support the compliance.

This report represents a specific amendment to the 14 CFR part 135, affecting the operation of the EMB-135BJ transport category aircraft. The amendment status (revision and effective date) of the respective regulation is included on the first page of each annex when this report is issued.

SUMMARY

This section presents a summary of all requirements that may require Embraer support to the operator and that are not provided as standard equipment or feature. The compliance with the requirements depends on the kind of operation that is intended to be performed and is under operator's responsibility.

Subpart B – Flight Operations

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.75(b)	Inspectors credentials: Admission to pilots' compartment: Forward observer's seat.	Optionally Compliant	The airplane may optionally be equipped with observer's seat, under operator's request. The observer's seat is equipped with headset and oxygen mask.
135.76(b)	DOD Commercial Air Carrier Evaluator's Credentials: Admission to pilots' compartment: Forward observer's seat.	Optionally Compliant	The airplane may optionally be equipped with observer's seat, under operator's request. The observer's seat is equipped with headset and oxygen mask.
135.128	Use of safety belts and child restraint systems.	Not Compliant	The airplane is not equipped with child restraint device. It is under operator's responsibility.

Subpart C – Aircraft and Equipment

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.167(a)(2)	Emergency equipment: Extended overwater operations: Liferafts.	Optionally Compliant	The airplane may optionally be equipped with approved liferafts rated to accommodate all passenger and crew, under operator's request.
135.167(b)	Emergency equipment: Extended overwater operations: Liferafts.	Optionally Compliant	Each optional liferaft is equipped with the following equipment: <ul style="list-style-type: none"> - One approved survivor locator light; - One approved pyrotechnic signaling device; - One canopy; - One radar reflector; - One liferaft repair kit; - One bailing bucket; - One signaling mirror; - One police whistle; - One raft knife; - One CO2bottle for emergency inflation; - One inflation pump; - Two oars; - One 75-foot retaining line; - One magnetic compass; - One dye marker;

14 CFR §§	TITLE	COMPLIANCE	REMARKS
			<ul style="list-style-type: none"> - One flashlight having at least two size "D" cells or equivalent; - A supply of emergency food rations supplying at least 1,000 calories for each person; - One sea water desalting kit; - One fishing kit; and - One book on survival information.
135.167(c)	Emergency equipment: Extended overwater operations: ELT.	Optionally Compliant	Each optional liferaft is equipped with approved ELT. The expiration date is presented outside the liferaft.

Appendices to part 135

14 CFR §§	TITLE	COMPLIANCE	REMARKS
Appendix G	Extended Operations (ETOPS)	Not Compliant	The airplane is not approved for ETOPS operations.

ANNEX 1 – REQUIREMENTS COMPLIANCE

- Authority: FAA - Federal Aviation Administration (United States)
- Regulation: 14 CFR - Code of Federal Regulations, Title 14 - Aeronautics and Space
- Regulation Part: part 135: Commuter and On Demand Operations and Rules Governing Persons on Board Such Aircraft
- Applicability: EMB-135BJ

Amendment 135-121, effective August 11th, 2010

Subpart A – General

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.1	Applicability.	Definition	–
135.2	Compliance schedule for operators that transition to part 121 of this chapter; certain new entrant operators.	Definition	–
135.3	Rules applicable to operations subject to this part.	Operator's Responsibility	–
135.4	Applicability of rules for eligible on-demand operations.	Definition	–
135.7	Applicability of rules to unauthorized operators.	Definition	–
135.12	Previously trained crewmembers.	Operator's Responsibility	–
135.19	Emergency operations.	Operator's Responsibility	–
135.21	Manual requirements.	Operator's Responsibility	–
135.23	Manual contents.	Operator's Responsibility	–
135.25	Aircraft requirements.	Operator's Responsibility	–
135.41	Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.	Operator's Responsibility	–
135.43	Crewmember certificates: International operations.	Operator's Responsibility	–

Subpart B – Flight Operations

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.61	General.	Definition	–
135.63	Recordkeeping requirements.	Operator's Responsibility	–
135.64	Retention of contracts and amendments: Commercial operators who conduct intrastate operations for compensation or hire.	Operator's Responsibility	–
135.65	Reporting mechanical irregularities.	Operator's Responsibility	–
135.67	Reporting potentially hazardous meteorological conditions and irregularities of ground facilities or navigation aids.	Operator's Responsibility	–
135.69	Restriction or suspension of operations: Continuation of flight in an emergency.	Operator's Responsibility	–
135.71	Airworthiness check.	Operator's Responsibility	–
135.73	Inspections and tests.	Operator's Responsibility	–
135.75	Inspectors credentials: admission to pilots' compartment: Forward observer's seat.	Title Only	–
135.75(a)	Inspectors credentials: Admission to pilots' compartment: Forward observer's seat.	Operator's Responsibility	–
135.75(b)	Inspectors credentials: Admission to pilots' compartment: Forward observer's seat.	Optionally Compliant	The airplane may optionally be equipped with observer's seat, under operator's request. The observer's seat is equipped with headset and oxygen mask.
135.76	DOD Commercial Air Carrier Evaluator's Credentials: Admission to pilots' compartment: Forward observer's seat.	Title Only	–
135.76(a)	DOD Commercial Air Carrier Evaluator's Credentials: Admission to pilots'	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	compartment: Forward observer's seat.		
135.76(b)	DOD Commercial Air Carrier Evaluator's Credentials: Admission to pilots compartment: Forward observer's seat.	Optionally Compliant	The airplane may optionally be equipped with observer's seat, under operator's request. The observer's seat is equipped with headset and oxygen mask.
135.77	Responsibility for operational control.	Operator's Responsibility	–
135.78	Instrument approach procedures and IFR landing minimums.	Operator's Responsibility	–
135.79	Flight locating requirements.	Operator's Responsibility	–
135.81	Informing personnel of operational information and appropriate changes.	Operator's Responsibility	–
135.83	Operating information required.	Compliant	The AFM is provided to the operator and contains the checklist with the required procedures. Additionally, the QRH is also provided and contains the emergency procedures.
135.85	Carriage of persons without compliance with the passenger-carrying provisions of this part.	Operator's Responsibility	–
135.87	Carriage of cargo including carry-on baggage.	Compliant	The airplane is not equipped with overhead bin. It is equipped with in flight accessible class C cargo compartment, which is equipped with cargo restrain net and visible placards with load limitation.
135.89	Pilot requirements: Use of oxygen.	Operator's Responsibility	–
135.91	Oxygen for medical use by passengers.	Operator's Responsibility	–
135.93	Autopilot: Minimum altitudes for use.	Compliant	The Autopilot System has the capabilities required to support the operator to comply with the requirement. The AFM and the AOM are provided to the operator and contain the autopilot limitations.
135.95	Airmen: Limitations on use of services.	Operator's Responsibility	–
135.97	Aircraft and facilities for recent flight experience.	Operator's Responsibility	–
135.98	Operations in the North Polar Area.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.99	Composition of flight crew.	Title Only	–
135.99(a)	Composition of flight crew: Aircraft operating limitations or AFM.	Compliant	The AFM and the AOM are provided to the operator and contains minimum flight crew information.
135.99(b)	Composition of flight crew: Second in command.	Operator's Responsibility	–
135.100	Flight crewmember duties.	Operator's Responsibility	–
135.101	Second in command required under IFR.	Operator's Responsibility	–
135.103	Reserved	Not Applicable	Reserved.
135.105	Exception to second in command requirement: Approval for use of autopilot system.	Not Applicable	Applicable only for single-pilot operation.
135.107	Flight attendant crewmember requirement.	Not Applicable	Applicable only for aircraft that have passenger seating configuration, excluding any pilot seat, of more than 19.
135.109	Pilot in command or second in command: Designation required.	Operator's Responsibility	–
135.111	Second in command required in category II operations.	Operator's Responsibility	–
135.113	Passenger occupancy of pilot seat.	Operator's Responsibility	–
135.115	Manipulation of controls.	Operator's Responsibility	–
135.117	Briefing of passengers before flight.	Title Only	–
135.117(a)	Briefing of passengers before flight: Oral briefing.	Operator's Responsibility	–
135.117(b)	Briefing of passengers before flight: Assistance to move to an exit.	Operator's Responsibility	–
135.117(c)	Briefing of passengers before flight: Oral briefing.	Operator's Responsibility	–
135.117(d)	Briefing of passengers before flight: Oral briefing.	Operator's Responsibility	–
135.117(e)	Briefing of passengers before	Compliant	The airplane is delivered with briefing cards for each

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	flight: Printed Cards.		passenger. The briefing cards contain a diagram and method of operating the emergency exits and the necessary instructions for the use of emergency equipment on board.
135.117(f)	Briefing of passengers before flight: Recording playback device.	Compliant	The airplane is equipped with a playback device for briefing messages.
135.119	Prohibition against carriage of weapons.	Operator's Responsibility	–
135.120	Prohibition on interference with crewmembers	Operator's Responsibility	–
135.121	Alcoholic beverages.	Operator's Responsibility	–
135.122	Stowage of food, beverage, and passenger service equipment during aircraft movement on the surface, takeoff, and landing.	Operator's Responsibility	–
135.123	Emergency and emergency evacuation duties.	Operator's Responsibility	–
135.125	Airplane security.	Operator's Responsibility	–
135.127	Passenger information requirements and smoking prohibitions.	Compliant	The airplane is equipped with lighted "No Smoking" sign. (Paragraph §135.127(d) is not applicable since the airplane is not equipped with smoke detector in the lavatory.)
135.128	Use of safety belts and child restraint systems.	Not Compliant	The airplane is not equipped with child restraint device. It is under operator's responsibility.
135.129	Exit seating.	Not Applicable	Not applicable for on-demand operations with aircraft having 19 or fewer passenger seats and commuter operations with aircraft having 9 or fewer passenger seats.

Subpart C – Aircraft and Equipment

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.141	Applicability.	Definition	–
135.143	General requirements.	Title Only	–
135.143(a)	General requirements: Applicable regulations.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.143(b)	General requirements: Approval and operable condition.	Operator's Responsibility	–
135.143(c)	General requirements: ATC transponder equipment.	Compliant	The airplane is equipped with two Mode S transponders, TSO C112.
135.144	Portable electronic devices.	Operator's Responsibility	–
135.145	Aircraft proving and validation tests.	Operator's Responsibility	–
135.147	Dual controls required.	Compliant	The airplane is equipped with dual controls for the primary flight control systems.
135.149	Equipment requirements: General.	Title Only	–
135.149(a)	Equipment requirements: General: Sensitive altimeter.	Compliant	The system provides independent altitude indication on both PFDs, for pilot and co-pilot, through a pair of static ports for each ADC. The ADS also has an adjustable barometric correction in hectopascals and milibars.
135.149(b)	Equipment requirements: General: Heating or deicing equipment for each carburetor.	Not Applicable	Applicable only for reciprocating engine powered aircraft.
135.149(c)	Equipment requirements: General: Gyroscopic bank-and-pitch indicators.	Compliant	The airplane is equipped with ISIS, which provides attitude, altitude, airspeed, slip, VMO, magnetic heading, and mach number indications.
135.149(d)	Equipment requirements: General: Reserved.	Not Applicable	Reserved.
135.149(e)	Equipment requirements: Any other equipment.	Operator's Responsibility	–
135.150	Public address and crewmember interphone systems.	Not Applicable	Applicable only for aircraft having passenger seating configuration, excluding any pilot seat, of more than 19.
135.151	Cockpit voice recorders.	Compliant	The CVR System complies with requirements of this section.
135.152	Flight data recorders.	Compliant	The airplane is equipped with one Solid State FDR, with memory recording capacity of 25 hours. The FDR record the required parameters within the ranges, accuracies, resolutions, and recording intervals specified in Appendix F.
135.153	Ground proximity warning system.	Not Applicable	This section expired on March 29, 2005.
135.154	Terrain awareness and warning system.	Title Only	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.154(a)	Terrain awareness and warning system: Airplanes manufactured after March 29, 2002.	Title Only	–
135.154(a)(1)	Airplanes manufactured after March 29, 2002: Requirements for Class A equipment.	Compliant	The airplane is equipped with EGPWS equipment, TSO C151 compliant. The terrain situation awareness is provided by means of visual on MFD and aural warnings.
135.154(a)(2)	Airplanes manufactured after March 29, 2002: Requirements for Class B equipment.	Not Applicable	Applicable only for turbine-powered airplane configured with 6 to 9 passenger seats, excluding any pilot seat.
135.154(b)	Terrain awareness and warning system: Airplanes manufactured on or before March 29, 2002.	Not Applicable	Applicable only for airplanes manufactured on or before March 29, 2002.
135.154(c)	Terrain awareness and warning system: Airplane Flight Manual.	Compliant	The information regarding terrain awareness and warning system is provided in the AFM and AOM.
135.155	Fire extinguishers: Passenger-carrying aircraft.	Compliant	The airplane is equipped with two Halon 1211 fire extinguishers, located in flight deck and in pax cabin area near a flight attendant seat. The fire extinguishers are suitable for all of the kind of fires likely to occur.
135.157	Oxygen equipment requirements.	Title Only	–
135.157(a)	Oxygen equipment requirements: Unpressurized aircraft.	Not Applicable	Applicable only for unpressurized aircraft.
135.157(b)	Oxygen equipment requirements: Pressurized aircraft.	Compliant	The passenger and crew oxygen systems provide the adequate quantity of supplemental oxygen, in accordance with the requirement.
135.157(c)	Oxygen equipment requirements.	Compliant	–
135.158	Pitot heat indication systems.	Compliant	The airplane is equipped with 3 heated pitot tubes. There is an EICAS caution message for pitot failure. The pitot heat controllers are located on overhead panel.
135.159	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions.	Title Only	–
135.159(a)	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions:	Compliant	The airplane is equipped with two independent IRSs, which provide attitude information for pilot and co-pilot on respective PFDs. The attitude information is also displayed on the ISIS.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	Gyroscopic rate-of-turn indicator.		
135.159(b)	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions: Slip skid indicator.	Compliant	The airplane is equipped with one slip skid indicator installed on each PFD Bezel and also available in the ISIS.
135.159(c)	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions: Gyroscopic bank-and-pitch indicator.	Compliant	The airplane is equipped with two independent IRSs, which provide attitude and heading information for pilot and co-pilot on respective PFDs. The attitude and heading information is also displayed on the ISIS.
135.159(d)	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions: Gyroscopic direction indicator.	Compliant	The airplane is equipped with two independent IRSs, which provide attitude and heading information for pilot and co-pilot on respective PFDs. The attitude and heading information is also displayed on the ISIS.
135.159(e)	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions: Generators.	Compliant	The airplane is equipped with four engine-driven generators, one APU starter-generator, two main batteries, and one backup battery. Generated electrical power meets MIL-STD-704E. Power sources capacity for all probable combinations is demonstrated through electrical load analysis.
135.159(f)	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions: Night flights.	Title Only	–
135.159(f)(1)	Night flights: Anticollision light system.	Compliant	The airplane is equipped with aviation white anticollision lights installed in the winglet and in the tail boom.
135.159(f)(2)	Night flights: Instrument lights.	Compliant	Adequate illumination to instruments and equipment essential to safe operation is provided in the airplane: <ul style="list-style-type: none"> - Cockpit displays and instruments have its own dimmable backlight; - Flood lights provide high illumination level to displays, assuring readability under high ambient illumination levels; - Pushbuttons and cockpit control panels have dimmable lights; - Dome lights supply wide beam illumination to instruments and equipment in the cockpit. Dome lights remain operative during electrical emergency condition; and - Rechargeable flashlight can be used to illuminate equipment directly in case of emergency. Lights are installed in such a way that direct rays do not reach pilots' eyes.
135.159(f)(3)	Night flights: Flashlight.	Compliant	The airplane is equipped with two rechargeable flashlights in the cockpit and one flashlight near flight

14 CFR §§	TITLE	COMPLIANCE	REMARKS
			attendant seat.
135.159(g)	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions: Continuous in-flight electrical load.	Definition	–
135.159(h)	Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions: Helicopters.	Not Applicable	Applicable only for helicopters having a maximum certificated takeoff weight of 6,000 pounds or less.
135.161	Communication and navigation equipment for aircraft operations under VFR over routes navigated by pilotage.	Compliant	The airplane is equipped with: <ul style="list-style-type: none"> - Two independent VHF communication systems; - HF system in single or dual configuration (optional); - Two independent navigation systems (including VOR-LOC, GS, MB, ADF, and DME receivers); - Two FMSs/GPSs; - Two IRSs; and - One weather radar equipment with turbulence detection.
135.163	Equipment requirements: Aircraft carrying passengers under IFR.	Title Only	–
135.163(a)	Equipment requirements: Aircraft carrying passengers under IFR: Vertical speed indicator.	Compliant	The vertical speed is indicated on both pilot and co-pilot PFDs.
135.163(b)	Equipment requirements: Aircraft carrying passengers under IFR: Free-air temperature indicator.	Compliant	The airplane is equipped with two TAT probes, which provide the temperature in degrees Celsius for pilot and co-pilot on respective MFDs.
135.163(c)	Equipment requirements: Aircraft carrying passengers under IFR: Heated pitot tube for each airspeed indicator.	Compliant	The airplane is equipped with heated pitot tube for each airspeed indicator.
135.163(d)	Equipment requirements: Aircraft carrying passengers under IFR: Power failure warning device.	Compliant	The IRU MSU indicates when the equipment is being powered by battery. Electrical emergency configuration condition indicates that the ISIS is being powered by battery. Under normal conditions, the electrical power distribution may be accessed on MFD synoptic page.
135.163(e)	Equipment requirements: Aircraft carrying passengers under IFR: Alternate source of static pressure.	Compliant	The airplane is equipped with ISIS, which provides attitude, altitude, airspeed, slip, VMO, magnetic heading, and mach number indications. The ISIS uses a dedicated pitot/static tube for altimeter and airspeed. The system provides independent vertical speed on both PFDs, for pilot and copilot, through two

14 CFR §§	TITLE	COMPLIANCE	REMARKS
			dedicated pitots for each ADC.
135.163(f)	Equipment requirements: Aircraft carrying passengers under IFR: Single-engine aircraft.	Not Applicable	Applicable only for single-engine aircraft.
135.163(g)	Equipment requirements: Aircraft carrying passengers under IFR: Generators or alternators.	Compliant	The airplane is equipped four engine-driven generators (two per engine), one APU starter-generator, two main batteries, and one backup battery. Any two generators are able to supply all non-shed loads, including required instruments and equipment necessary for safe emergency operation. Power sources capacity for all probable combinations is demonstrated through electrical load analysis.
135.163(h)	Equipment requirements: Aircraft carrying passengers under IFR: Independent sources of energy.	Compliant	The airplane is equipped with four engine-driven generators (two per engine), one APU starter-generator, two main batteries, and one backup battery. Power sources are individually selectable in the Electrical Control Panel. Power sources capacity for all probable combinations is demonstrated through electrical load analysis. Instruments have individual power and circuit protection, and therefore failure of one instrument does not interfere in the supply to other instruments. In the event of failure of one power source, electrical system distribution logic reconfigures the system in order to maintain loads energized according to their priorities. Remaining power sources capacity is respected, as demonstrated per Electrical Load Analysis.
135.163(i)	Equipment requirements: Aircraft carrying passengers under IFR: Continuous inflight electrical load.	Definition	–
135.165	Communication and navigation equipment: Extended over- water or IFR operations.	Title Only	–
135.165(a)	Communication and navigation equipment: Extended over- water or IFR operations: Aircraft navigation equipment requirements - General.	Title Only	–
135.165(a)(1)	Aircraft navigation equipment requirements - General: En route navigation aids.	Operator's Responsibility	–
135.165(a)(2)	Aircraft navigation equipment requirements - General: Independent navigation systems.	Compliant	The airplane is equipped with two independent navigation systems (including VOR-LOC, GS, MB, ADF, and DME receivers), two FMSs/GPSs, and two IRSs.
135.165(a)(3)	Aircraft navigation equipment requirements - General: IFR operations.	Compliant	The airplane is equipped with two navigation units, which include: - One marker beacon receiver each, which

14 CFR §§	TITLE	COMPLIANCE	REMARKS
			provides audio and visual information in the cockpit (audio system and PFD); and - One VOR-LOC and GS receiver each.
135.165(a)(4)	Aircraft navigation equipment requirements - General: RNAV system.	Operator's Responsibility	–
135.165(b)	Communication and navigation equipment: Extended over-water or IFR operations: Use of a single independent navigation system for IFR operations.	Operator's Responsibility	–
135.165(c)	Communication and navigation equipment: Extended over-water or IFR operations: VOR navigation equipment.	Compliant	The airplane is equipped with two navigation units, which include one VOR and DME receiver each and dual FMS/GPS/IRS.
135.165(d)	Communication and navigation equipment: Extended over-water or IFR operations: Airplane communication equipment requirements.	Compliant	The airplane is equipped with two independent VHF communication systems and HF system in single or dual configuration (optional) .
135.165(e)	Communication and navigation equipment: Extended over-water or IFR operations: IFR or extended over-water communications equipment requirements.	Not Applicable	Applicable only for aircraft other than that specified in paragraph (d) of this section.
135.165(f)	Communication and navigation equipment: Extended over-water or IFR operations: Additional aircraft communication equipment requirements.	Compliant	The airplane is equipped with one headset, one hand held mic, and one quick donning mask microphone for each pilot and co-pilot and one headset and one quick donning mask microphone for observer. It is also equipped with two speakers.
135.165(g)	Communication and navigation equipment: Extended over-water or IFR operations: Extended over-water exceptions.	Operator's Responsibility	–
135.167	Emergency equipment: Extended overwater operations.	Title Only	–
135.167(a)	Emergency equipment: Extended overwater operations.	Title Only	–
135.167(a)(1)	Emergency equipment: Extended overwater operations: Life preserver.	Compliant	The airplane is equipped with approved easily accessible life jackets for each passenger.
135.167(a)(2)	Emergency equipment: Extended overwater operations: Liferrafts.	Optionally Compliant	The airplane may optionally be equipped with approved liferafts rated to accommodate all passenger and crew, under operator's request.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.167(b)	Emergency equipment: Extended overwater operations: Liferafts.	Optionally Compliant	Each optional liferaft is equipped with the following equipment: <ul style="list-style-type: none"> - One approved survivor locator light; - One approved pyrotechnic signaling device; - One canopy; - One radar reflector; - One liferaft repair kit; - One bailing bucket; - One signaling mirror; - One police whistle; - One raft knife; - One CO2bottle for emergency inflation; - One inflation pump; - Two oars; - One 75-foot retaining line; - One magnetic compass; - One dye marker; - One flashlight having at least two size "D" cells or equivalent; - A supply of emergency food rations supplying at least 1,000 calories for each person; - One sea water desalting kit; - One fishing kit; and - One book on survival information.
135.167(c)	Emergency equipment: Extended overwater operations: ELT.	Optionally Compliant	Each optional liferaft is equipped with approved ELT. The expiration date is presented outside the liferaft.
135.168	Reserved	Not Applicable	Reserved.
135.169	Additional airworthiness requirements.	Title Only	–
135.169(a)	Additional airworthiness requirements.	–	Refer to Annex 2 of this report.
135.169(b)	Additional airworthiness requirements.	Not Applicable	Applicable only for reciprocating-engine or turbopropeller-powered small airplane that has a passenger seating configuration, excluding pilot seats, of 10 seats or more.
135.169(c)	Additional airworthiness requirements.	Not Applicable	Applicable only for small airplane with a passenger seating configuration, excluding any pilot seat, of 10 seats or more.
135.169(d)	Additional airworthiness requirements: Cargo or baggage compartments.	Compliant	The airplane cargo compartment is constructed of glass fiber reinforced resin and other flame retardant materials under §25.853.
135.170	Materials for compartment interiors.	Title Only	–
135.170(a)	Materials for compartment interiors: Requirements set forth in §25.853(a).	Not Applicable	Applicable only for airplane that conforms to an amended or supplemental type certificate issued in accordance with SFAR No. 41 for a maximum certificated takeoff weight in excess of 12,500

14 CFR §§	TITLE	COMPLIANCE	REMARKS
			pounds.
135.170(b)	Materials for compartment interiors: Additional airworthiness requirements.	Title Only	–
135.170(b)(1)	Additional airworthiness requirements: Requirements of §25.853.	Title Only	–
135.170(b)(1)(i)	Requirements of §25.853: Heat release rate testing provisions of §25.853(d).	Not Applicable	Applicable only for airplane with a passenger capacity of 20 or more and manufactured after August 19, 1988, but prior to August 20, 1990.
135.170(b)(1)(ii)	Requirements of §25.853: Heat release rate and smoke testing provisions of §25.853(d).	Not Applicable	Applicable only for airplane with a passenger capacity of 20 or more and manufactured after August 19, 1990.
135.170(b)(1)(iii)	Requirements of §25.853: Substantially complete replacement of the cabin interior.	Not Applicable	Applicable only for airplane for which the application for type certificate was filed prior to May 1, 1972.
135.170(b)(1)(iv)	Requirements of §25.853: Material requirements.	Operator's Responsibility	–
135.170(b)(1)(v)	Requirements of §25.853: Heat release testing provisions of §25.853(d).	Operator's Responsibility	–
135.170(b)(1)(vi)	Requirements of §25.853: Heat release rate and smoke testing provisions of §25.853(d).	Operator's Responsibility	–
135.170(b)(1)(vii)	Requirements of §25.853: Deviation from the requirements.	Definition	–
135.170(b)(1)(viii)	Requirements of §25.853: Galley carts and standard galley containers.	Definition	–
135.170(b)(2)	Additional airworthiness requirements: Seat cushions.	Compliant	The airplane seat cushions in all compartments occupied by crew or passengers comply with the requirements pertaining to fire protection of seat cushions in §25.853(c).
135.170(c)	Materials for compartment interiors: Thermal/acoustic insulation materials.	Title Only	–
135.170(c)(1)	Thermal/acoustic insulation materials: Airplanes manufactured before September 2, 2005.	Not Applicable	Applicable only for airplanes manufactured before September 2, 2005, when thermal/acoustic insulation is installed in the fuselage as replacements after September 2, 2005.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.170(c)(2)	Thermal/acoustic insulation materials: Airplanes manufactured after September 2, 2005.	Compliant	The airplane thermal/acoustic insulation materials installed in the fuselage meet the flame propagation requirements of §25.856.
135.171	Shoulder harness installation at flight crewmember stations.	Title Only	–
135.171(a)	Shoulder harness installation at flight crewmember stations.	Compliant	The airplane is equipped with approved shoulder harness installed for each flight crew member station.
135.171(b)	Shoulder harness installation at flight crewmember stations.	Operator's Responsibility	–
135.173	Airborne thunderstorm detection equipment requirements.	Compliant	The airplane is equipped with weather radar with turbulence detection.
135.175	Airborne weather radar equipment requirements.	Compliant	The airplane is equipped with weather radar with turbulence detection.
135.177	Emergency equipment requirements for aircraft having a passenger seating configuration of more than 19 passengers.	Not Applicable	Applicable only for aircraft having a passenger seating configuration, excluding any pilot seat, of more than 19 seats.
135.178	Additional emergency equipment.	Not Applicable	Applicable only for airplane having a passenger seating configuration of more than 19 seats.
135.179	Inoperable instruments and equipment.	Compliant	MEL Guide is provided to the operator at the airplane delivery and contains both the MMEL along with the DDPM. It is operator's responsibility to develop and approve his own MEL.
135.180	Traffic Alert and Collision Avoidance System.	Title Only	–
135.180(a)	Traffic Alert and Collision Avoidance System.	Compliant	The airplane is equipped with TCAS II equipment, TSO C119 compliant.
135.180(b)	Traffic Alert and Collision Avoidance System: AFM.	Compliant	The information regarding traffic alert and collision avoidance system is provided in the AFM and AOM.
135.181	Performance requirements: Aircraft operated over-the-top or in IFR conditions.	Operator's Responsibility	–
135.183	Performance requirements: Land aircraft operated over water.	Operator's Responsibility	–
135.185	Empty weight and center of gravity: Currency requirement.	Operator's Responsibility	–

Subpart D – VFR/IFR Operating Limitations and Weather Requirements

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.201	Applicability.	Definition	–
135.203	VFR: Minimum altitudes.	Operator's Responsibility	–
135.205	VFR: Visibility requirements.	Operator's Responsibility	–
135.207	VFR: Helicopter surface reference requirements.	Not Applicable	Applicable only for helicopter.
135.209	VFR: Fuel supply.	Operator's Responsibility	–
135.211	VFR: Over-the-top carrying passengers: Operating limitations.	Operator's Responsibility	–
135.213	Weather reports and forecasts.	Operator's Responsibility	–
135.215	IFR: Operating limitations.	Operator's Responsibility	–
135.217	IFR: Takeoff limitations.	Operator's Responsibility	–
135.219	IFR: Destination airport weather minimums.	Operator's Responsibility	–
135.221	IFR: Alternate airport weather minimums.	Operator's Responsibility	–
135.223	IFR: Alternate airport requirements.	Operator's Responsibility	–
135.225	IFR: Takeoff, approach and landing minimums.	Operator's Responsibility	–
135.227	Icing conditions: Operating limitations.	Operator's Responsibility	–
135.229	Airport requirements.	Operator's Responsibility	–

Subpart E – Flight Crewmember Requirements

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.241	Applicability.	Definition	–
135.243	Pilot in command qualifications.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.244	Operating experience.	Operator's Responsibility	–
135.245	Second in command qualifications.	Operator's Responsibility	–
135.247	Pilot qualifications: Recent experience.	Operator's Responsibility	–
135.249-135.255	Reserved	Not Applicable	Reserved.

Subpart F – Crewmember Flight Time and Duty Period Limitations and Rest Requirements

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.261	Applicability.	Definition	–
135.263	Flight time limitations and rest requirements: All certificate holders.	Operator's Responsibility	–
135.265	Flight time limitations and rest requirements: Scheduled operations.	Operator's Responsibility	–
135.267	Flight time limitations and rest requirements: Unscheduled one- and two-pilot crews.	Operator's Responsibility	–
135.269	Flight time limitation and rest requirements: Unscheduled three- and four-pilot crews.	Operator's Responsibility	–
135.271	Helicopter hospital emergency medical evacuation service (HEMES).	Not Applicable	Applicable only for helicopter hospital emergency medical evacuation service operations.
135.273	Duty period limitations and rest time requirements.	Operator's Responsibility	–

Subpart G – Crewmember Testing Requirements

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.291	Applicability.	Definition	–
135.293	Initial and recurrent pilot testing requirements.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.295	Initial and recurrent flight attendant crewmember testing requirements.	Operator's Responsibility	–
135.297	Pilot in command: Instrument proficiency check requirements.	Operator's Responsibility	–
135.299	Pilot in command: Line checks: Routes and airports.	Operator's Responsibility	–
135.301	Crewmember: Tests and checks, grace provisions, training to accepted standards.	Operator's Responsibility	–

Subpart H – Training

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.321	Applicability and terms used.	Definition	–
135.323	Training program: General.	Operator's Responsibility	–
135.324	Training program: Special rules.	Operator's Responsibility	–
135.325	Training program and revision: Initial and final approval.	Operator's Responsibility	–
135.327	Training program: Curriculum.	Operator's Responsibility	–
135.329	Crewmember training requirements.	Operator's Responsibility	–
135.331	Crewmember emergency training.	Operator's Responsibility	–
135.335	Approval of aircraft simulators and other training devices.	Operator's Responsibility	–
135.337	Qualifications: Check airmen (aircraft) and check airmen (simulator).	Operator's Responsibility	–
135.338	Qualifications: Flight instructors (aircraft) and flight instructors (simulator).	Operator's Responsibility	–
135.339	Initial and transition training and checking: Check airmen (aircraft), check airmen (simulator).	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.340	Initial and transition training and checking: Flight instructors (aircraft), flight instructors (simulator).	Operator's Responsibility	–
135.341	Pilot and flight attendant crewmember training programs.	Operator's Responsibility	–
135.343	Crewmember initial and recurrent training requirements.	Operator's Responsibility	–
135.345	Pilots: Initial, transition, and upgrade ground training.	Operator's Responsibility	–
135.347	Pilots: Initial, transition, upgrade, and differences flight training.	Operator's Responsibility	–
135.349	Flight attendants: Initial and transition ground training.	Operator's Responsibility	–
135.351	Recurrent training.	Operator's Responsibility	–
135.353	Reserved	Not Applicable	Reserved.

Subpart I – Airplane Performance Operating Limitations

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.361	Applicability.	Definition	–
135.363	General.	Operator's Responsibility	–
135.364	Maximum flying time outside the United States.	Operator's Responsibility	–
135.365	Large transport category airplanes: Reciprocating engine powered: Weight limitations.	Not Applicable	Applicable only for reciprocating engine powered large transport category airplanes.
135.367	Large transport category airplanes: Reciprocating engine powered: Takeoff limitations.	Not Applicable	Applicable only for reciprocating engine powered large transport category airplanes.
135.369	Large transport category airplanes: Reciprocating engine powered: En route limitations: All engines operating.	Not Applicable	Applicable only for reciprocating engine powered large transport category airplanes.
135.371	Large transport category airplanes: Reciprocating engine	Not Applicable	Applicable only for reciprocating engine powered large transport category airplanes.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	powered: En route limitations: One engine inoperative.		
135.373	Part 25 transport category airplanes with four or more engines: Reciprocating engine powered: En route limitations: Two engines inoperative.	Not Applicable	Applicable only for reciprocating engine powered part 25 transport category airplanes with four or more engines.
135.375	Large transport category airplanes: Reciprocating engine powered: Landing limitations: Destination airports.	Not Applicable	Applicable only for reciprocating engine powered large transport category airplanes.
135.377	Large transport category airplanes: Reciprocating engine powered: Landing limitations: Alternate airports.	Not Applicable	Applicable only for reciprocating engine powered large transport category airplanes.
135.379	Large transport category airplanes: Turbine engine powered: Takeoff limitations.	Compliant	The takeoff charts with obstacle clearance and turn analysis are provided in the AFM and AOM, respectively.
135.381	Large transport category airplanes: Turbine engine powered: En route limitations: One engine inoperative.	Compliant	En-Route net climb gradient and maximum weights for positive net gradients are provided in the AFM. Additionally, the drift down table and en-route fuel burn data are provided in the AOM.
135.383	Large transport category airplanes: Turbine engine powered: En route limitations: Two engines inoperative.	Not Applicable	Applicable only for turbine engine powered large transport category airplanes with more than two engines.
135.385	Large transport category airplanes: Turbine engine powered: Landing limitations: Destination airports.	Compliant	The landing weight limitation, fuel consumption, and landing distance data is provided in the AFM and AOM.
135.387	Large transport category airplanes: Turbine engine powered: Landing limitations: Alternate airports.	Compliant	The landing weight limitation, fuel consumption, and landing distance data is provided in the AFM and AOM.
135.389	Large nontransport category airplanes: Takeoff limitations.	Not Applicable	Applicable only for large nontransport category airplanes.
135.391	Large nontransport category airplanes: En route limitations: One engine inoperative.	Not Applicable	Applicable only for large nontransport category airplanes.
135.393	Large nontransport category airplanes: Landing limitations: Destination airports.	Not Applicable	Applicable only for large nontransport category airplanes.
135.395	Large nontransport category airplanes: Landing limitations: Alternate airports.	Not Applicable	Applicable only for large nontransport category airplanes.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.397	Small transport category airplane performance operating limitations.	Not Applicable	Applicable only for small transport category airplane.
135.398	Commuter category airplanes performance operating limitations.	Not Applicable	Applicable only for commuter category airplanes.
135.399	Small nontransport category airplane performance operating limitations	Not Applicable	Applicable only for small nontransport category airplane.

Subpart J – Maintenance, Preventive Maintenance, and Alterations

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.411	Applicability.	Definition	–
135.413	Responsibility for airworthiness.	Operator's Responsibility	–
135.415	Service difficulty reports.	Operator's Responsibility	–
135.417	Mechanical interruption summary report.	Operator's Responsibility	–
135.419	Approved aircraft inspection program.	Compliant	Approved Maintenance Program (MPG) is provided to the operator and contains all the necessary information for the operator to generate his own approved maintenance program.
135.421	Additional maintenance requirements.	Not Applicable	Applicable only for aircraft type certificated for a passenger seating configuration, excluding any pilot seat, of nine seats or less.
135.422	Aging airplane inspections and records reviews for multiengine airplanes certificated with nine or fewer passenger seats.	Not Applicable	Applicable only for multiengine airplanes certificated with nine or fewer passenger seats.
135.423	Maintenance, preventive maintenance, and alteration organization.	Operator's Responsibility	–
135.425	Maintenance, preventive maintenance, and alteration programs.	Operator's Responsibility	–
135.427	Manual requirements.	Operator's Responsibility	–

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.429	Required inspection personnel.	Operator's Responsibility	–
135.431	Continuing analysis and surveillance.	Operator's Responsibility	–
135.433	Maintenance and preventive maintenance training program.	Operator's Responsibility	–
135.435	Certificate requirements.	Operator's Responsibility	–
135.437	Authority to perform and approve maintenance, preventive maintenance, and alterations.	Operator's Responsibility	–
135.439	Maintenance recording requirements.	Operator's Responsibility	–
135.441	Transfer of maintenance records.	Operator's Responsibility	–
135.443	Airworthiness release or aircraft maintenance log entry.	Operator's Responsibility	–

Subpart K – Hazardous Materials Training Program

14 CFR §§	TITLE	COMPLIANCE	REMARKS
135.501	Applicability and definitions.	Definition	–
135.503	Hazardous material training: General.	Operator's Responsibility	–
135.505	Hazardous materials training required.	Operator's Responsibility	–
135.507	Hazardous materials training records.	Operator's Responsibility	–

Appendices to part 135

14 CFR §§	TITLE	COMPLIANCE	REMARKS
Appendix A	Additional Airworthiness Standards for 10 or More Passenger Airplanes	Not Applicable	Applicable only for reciprocating-engine or turbopropeller-powered small airplane that has a passenger seating configuration, excluding pilot seats, of 10 seats or more, as prescribed by §135.169.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
Appendix B	Airplane Flight Recorder Specifications	Compliant	–
Appendix C	Helicopter Flight Recorder Specifications	Not Applicable	Applicable only for helicopter flight recorder.
Appendix D	Airplane Flight Recorder Specification	Not Applicable	Applicable only for multiengine, turbine-powered airplane having a passenger seating configuration of 20 to 30 seats.
Appendix E	Helicopter Flight Recorder Specifications	Not Applicable	Applicable only for helicopter flight recorder.
Appendix F	Airplane Flight Recorder Specification	Compliant	The FDR complies with requirements of this Appendix.
Appendix G	Extended Operations (ETOPS)	Not Compliant	The airplane is not approved for ETOPS operations.

ANNEX 2 – §135.169(a) COMPLIANCE

- Authority: FAA - Federal Aviation Administration (United States)
- Regulation: 14 CFR - Code of Federal Regulations, Title 14 - Aeronautics and Space
- Regulation Part: Additional airworthiness requirements of §§121.213 through 121.283 and 121.307 of Chapter I
- Applicability: EMB-135BJ

Amendment 121-84, effective February 24th, 1972

14 CFR §§	TITLE	COMPLIANCE	REMARKS
121.213	Reserved	Not Applicable	Reserved.
121.215	Cabin interiors.	Title Only	–
121.215(a)	Cabin interiors: Requirements of this section.	Compliant	The interior materials used in the airplane meet the applicable fire resistance requirements.
121.215(b)	Cabin interiors: Flash resistance.	Compliant	The interior materials used in the airplane meet the applicable fire resistance requirements.
121.215(c)	Cabin interiors: Flame resistance.	Compliant	All interiors materials are flame resistant under §25.853 or §25.856.
121.215(d)	Cabin interiors: Self-contained ash trays and placards against smoking.	Compliant	The airplane cabin is equipped with removable self contained ash tray and "No Smoking" placards are installed in each lavatory and cargo compartment.
121.215(e)	Cabin interiors: Fire-resistant material and means of containing fires.	Compliant	The airplane stainless steel trash receptacle is equipped with a cover to contain possible fires started in it.
121.217	Internal doors.	Not Applicable	Applicable only for airplanes with interior doors equipped with ventilating means.
121.219	Ventilation.	Compliant	The ventilation system of airplane is designed to provide the adequate fresh airflow for the passenger and crew compartment. Crew and passenger compartment air is free from harmful or hazardous concentrations of gases or vapors.
121.221	Fire precautions.	Compliant	All baggage compartment materials are fire resistant under §25.853.
121.223	Proof of compliance with § 121.221.	Compliant	The baggage compartment is class C and complies with the requirement under TC.
121.225	Propeller deicing fluid.	Not Applicable	Applicable only for propeller driven airplanes.
121.227	Pressure cross-feed arrangements.	Compliant	The cross-feed lines are located outside the fuselage and the valves installed after and before the cross-feed valve are equipped with thermal relief devices.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
121.229	Location of fuel tanks.	Compliant	<p>The fuel storage system is accomplished by two wing tanks located in each semi-wing and extended into the wing-stub, and the auxiliary tanks, composed by two aft tanks installed on the fuselage after the baggage compartment and two forward tanks installed in the forward of the fuselage fairing (underbelly). The two wing tanks and the forward tanks are installed outside the fuselage in a non fire zone. The auxiliary aft fuel tanks are installed inside the rear area of the fuselage, aft the baggage compartment, in the pressurized area. They are constituted by two independent tanks composed by rubber bladder cells. The material of the rubber bladder cell complies with the requirements defined by the TSO-C-80. The rubber bladder cell is installed inside a container box, which acts as a fuel and fuel vapor secondary barrier, by means of machined metallic inserts and a machined metallic plate vulcanized in the bladder.</p>
121.231	Fuel system lines and fittings.	Compliant	<p>Fuel system lines architecture was designed to prevent excessive vibration and is adequate to withstand loads due to fuel pressure and axial loads. The system complies with all requirements of loads and components qualification.</p>
121.233	Fuel lines and fittings in designated fire zones.	Compliant	<p>The fuel system lines located on fire zones are flexible and certified to this application.</p>
121.235	Fuel valves.	Compliant	<p>A DC motor operated gate valve is installed in each engine feed lines in order to isolate them in case of fire. They are located near of the wing stub and are controlled through the respective engine shutoff/extinguishing switches (fire handles). The fully closed position is indicated in the EICAS. A thermal relief valve, installed inside the shutoff valve, allows excessive pressure rise caused by thermal expansion inside the engine feed lines downstream the shutoff valve, when the valves are closed, to be relieved towards the fuel tank. The shutoff valves are fitted with a manual override and position indicating lever.</p>
121.237	Oil lines and fittings in designated fire zones.	Compliant	<p>Oil lines and fittings comply with §121.259.</p>
121.239	Oil valves.	Compliant	<p>The engine oil system is an integral part of the engine and it is approved as part of the Engine Type Certification. The APU oil system is an integral part of the APU and it is approved as part of the APU TSO certification.</p>
121.241	Oil system drains.	Compliant	<p>The engine oil drain installation is shown as part of the Engine Type Certificate. The requirements is equivalent to §33.71(d). An oil drain plug is available and it has adequate locking capability when the nacelle cowl is opened. The APU oil drain installation is shown as part of the APU TSO. An oil drain plug is available and it has adequate locking capability when the APU compartment is exposed.</p>

14 CFR §§	TITLE	COMPLIANCE	REMARKS
121.243	Engine breather lines.	Compliant	The breather lines are part of the engine oil system and are approved as part of the Engine Type Certificate. Inspection of the installation shows compliance to the obstruction and discharge requirements.
121.245	Fire walls.	Compliant	Engine and APU compartment interface are sealed and designed with fireproof material walls. The requirement is equivalent to §25.1191(a).
121.247	Fire-wall construction.	Compliant	Each firewall and shroud complies with the requirement. The requirement is equivalent to §25.1191(b).
121.249	Cowling.	Compliant	Engine and APU cowlings comply with the requirement. The requirement is equivalent to §25.1193.
121.251	Engine accessory section diaphragm.	Not Applicable	The engine is a turboprop; therefore the requirement is not applicable. The APU is a centrifugal turbine, with integrated accessory gearbox; therefore the requirement is not applicable.
121.253	Powerplant fire protection.	Compliant	Each designated fire zone is protected from fire and complies with §§121.255 through 121.261.
121.255	Flammable fluids.	Compliant	Engine oil tank is located at fire zone compartment. The oil tank is made of stainless steel and entire engine lube system - components, gearboxes, and lines - are fireproof. APU oil tank is located at fire zone compartment. The oil tank is made of Aluminum and entire APU lube system - components, gearboxes, and lines - are fireproof. The requirement is equivalent to §25.1185(a). Oil tank is located more than one-half inches from the firewall. The requirement is equivalent to §25.1185(b).
121.257	Shutoff means.	Compliant	Each engine is equipped with fuel and hydraulic shutoff. The APU is equipped with fuel shutoff. The requirement is equivalent to §25.1189(a). Operation of any shutoff does not interfere with the later emergency operation of other equipment. The shutoffs have no interference on others airplane system functions. The requirement is equivalent to §25.1189(c). Each engine is equipped with fuel and hydraulic shutoff located outside of fire zone. Each APU is equipped with fuel shutoff located outside of fire zone. The requirement is equivalent to §25.1189(d). Each fire shutoff has means to guard against inadvertent operation of the shutoff means and to make it possible for the crew to reopen the shutoff means in flight after it has been closed. The requirement is equivalent to §25.1189(f).
121.259	Lines and fittings.	Compliant	Each line, and its fittings that carries flammable fluid

14 CFR §§	TITLE	COMPLIANCE	REMARKS
			are at list fire resistant. The requirement is equivalent to §25.1183.
121.261	Vent and drain lines.	Compliant	Ventilation and drain lines and their fittings are constructed with at least fire resistant material. The requirement is equivalent to §25.1187.
121.263	Fire-extinguishing systems.	Compliant	Each design fire zone is equipped with fire extinguishing system providing one or two shut as required. The requirement is equivalent to §25.1195(b). No material used at fire extinguish system reacts chemically with agent extinguishing. The requirement is equivalent to §25.1201.
121.265	Fire-extinguishing agents.	Compliant	The fire extinguishing agent is Halon. It is low toxicity and discharging it into engine or APU fire zone does not harm each flight crew member in the flight deck and personnel in passenger compartment. The requirement is equivalent to §25.1197(b).
121.267	Extinguishing agent container pressure relief.	Compliant	Halon fire extinguisher agent is a non-corrosive agent and does not damage the airplane even for a discharge line terminated inside the airplane. Thus, the external discharge line installed in the airplane is no longer applicable. After the discharge of the container (halon bottles), a message is presented in the EICAS to indicate low pressure. The requirement is equivalent to §25.1199, amendment 25-23. The airplane complies with a later amendment of §25.1199 under TC.
121.269	Extinguishing agent container compartment temperature.	Compliant	The temperature operational envelope ensures that the operating range for bottle qualification temperature is kept in the necessary pressure to provide an adequate discharge. The requirement is equivalent to §25.1199(d).
121.271	Fire-extinguishing system materials.	Compliant	Each fire extinguishing component installed at designated fire zone is made of fireproof material. The requirement is equivalent to §25.1201(b).
121.273	Fire-detector systems.	Compliant	Each fire zone is equipped with fire detector TSO C11d. This sensor is located such that quick detection of fires is available. The requirement is equivalent to §25.1203(a). The Class C cargo compartment is also equipped with one quick-acting fire detector.
121.275	Fire detectors.	Compliant	The fire detection system components are qualified to the vibration, inertia, and other loads within the operational envelope. The detector is qualified according to TSO C11d. The overheat detector is not affected by any oil, water, other fluids or fumes that might be present. The requirement is equivalent to §25.1203(b)(1) and §25.1203(c).
121.277	Protection of other airplane components against fire.	Not Applicable	Applicable only for airplanes that have surfaces aft of the nacelles in the area of one nacelle diameter on both sides of the nacelle centerline.

14 CFR §§	TITLE	COMPLIANCE	REMARKS
121.279	Control of engine rotation.	Compliant	The engine and APU have no stopping system. In the event of an engine shutdown in-flight, the bearings and components of the oil system have been designed to accommodate windmill operation allowing continued safe flight and landing for an approved limited operating time. The APU installation has been designed to accommodate windmill and reverse windmill operation of the APU unit, as proven by flight test and analysis. The requirement is equivalent to §25.903(c).
121.281	Fuel system independence.	Compliant	The feed system was designed so that the engines are fed by the wing tanks through independent feed system. The airplane is also equipped with two auxiliary fuel systems. Each auxiliary fuel system is composed by one forward tank and one aft tank and their respective transfer system and it was designed to perform fuel transfer to wing tanks segregated from the other.
121.283	Induction system ice prevention.	Compliant	Each engine air inlet is equipped with an anti-ice system, which prevents ice accumulation.
121.307	Engine instruments.	Title Only	-
121.307(a)	Engine instruments: Carburetor air temperature indicator.	Not Applicable	Not applicable for turbofan-engined airplane.
121.307(b)	Engine instruments: Cylinder head temperature indicator.	Not Applicable	Not applicable for turbofan-engined airplane.
121.307(c)	Engine instruments: Fuel pressure indicator.	Not Applicable	Fuel pressure indicator is not required for the airplane, according to §25.1305.
121.307(d)	Engine instruments: Fuel flowmeter or fuel mixture indicator.	Not Applicable	Applicable only for airplane equipped with engines not equipped with an automatic altitude mixture control.
121.307(e)	Engine instruments: Fuel quantity indicator.	Compliant	The fuel indication is displayed on EICAS, MFD fuel page and on RMU backup page.
121.307(f)	Engine instruments: Manifold pressure indicator.	Not Applicable	Not applicable for turbofan-engined airplane.
121.307(g)	Engine instruments: Oil pressure indicator.	Compliant	The Oil Pressure indicator is presented as a vertical bar analog scale and the absolute oil pressure value is also presented in a digital counter on EICAS display. The Oil Pressure indication is also presented on RMU backup page. The requirement is equivalent to §25.1305(a)(4).
121.307(h)	Engine instruments: Oil quantity indicator.	Compliant	Engine oil level indication is located in the MFD and is presented on a digital format. The requirement is equivalent to §25.1305(a)(3).
121.307(i)	Engine instruments: Oil-in	Compliant	The Oil Temperature indicator is presented as a

14 CFR §§	TITLE	COMPLIANCE	REMARKS
	temperature indicator.		vertical bar analog scale on the EICAS and is also displayed on RMU backup page. The requirement is equivalent to §25.1305(a)(6).
121.307(j)	Engine instruments: Tachometer.	Compliant	N1 and N2 speeds are presented on the EICAS and on RMU backup page. The N1 is presented in analogical scale and a digital counter. The gas generator speed (N2) is presented as a digital counter. The requirement is equivalent to §25.1305(c)(3).
121.307(k)	Engine instruments: Fuel pressure warning device.	Compliant	A caution message is displayed on the EICAS for each engine if a fuel low pressure condition is detected in the engine fuel system inlet. The requirement is equivalent to §25.1305(a)(1).
121.307(l)	Engine instruments: Propeller reverse pitch indicator.	Not Applicable	Not applicable for turbofan-engined airplane.